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No. 16,787. 第一萬六千七百八十四號三月三年七十四百九千壹 HONGKONG, SATURDAY, MARCH 3, 1917. 中華民國六年歲在丁巳 PRICE $3.00 Per Month

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G. R.

NOTICE.

ANY EUROPEAN, Non ASIATIC or INDIAN desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non compliance is a fine not exceeding $50.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS
8.30 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 Noon....Every 15 minutes.
12.00 noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.30 p.m....Every 15 minutes.
5.30 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 6.30 p.m....Every 15 minutes.
6.30 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS
Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS' Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office—No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradors order representing Bank Notes.

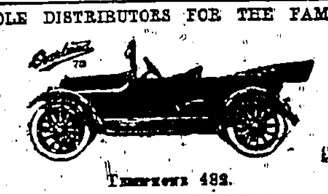
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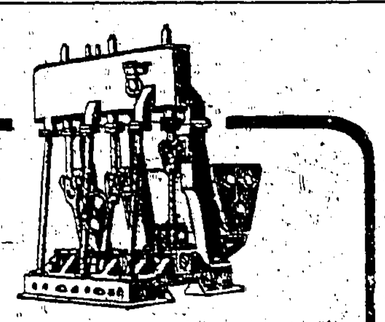
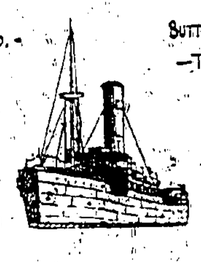
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Hongkong, April 11, 1912. 501

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WONG PING WA, *Manager.*
Hongkong, April 1, 1912.

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Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' rooms, Roof Garden.
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TERMS VERY MODERATE
Consultation free.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE PURSUIT IN MESOPOTAMIA.

GREAT CAPTURES OF MEN AND GUNS.

LONDON, March 2.

An official message from Mesopotamia says:

The pursuit was continued on Wednesday.

The Turks, in great confusion, on Tuesday passed through Aziziye.

We are systematically clearing the battlefield and bringing in booty hourly.

Our captures since February 23rd include 4,300 prisoners

Since December the totals are: 7,000 prisoners, 28 guns, 19 trench-mortars, 3 Turkish ships, 2 tugs, 10 barges and 30 pontoons.

INCIDENTS OF THE GERMAN RETREAT.

LONDON, March 3.

Reuter's correspondent at British Headquarters describing the German retreat says the enemy were characteristically destructive, setting fire to supplies, blocking trenches, rendering roads impassable and exploding munition dumps. Hence there was little booty falling into our hands. Only an old machine gun was found intact. At Serre, snipers, on whom the Germans were relying to obstruct our pursuit, were posted at a proportion of ten to every 400 yards of front.

As an instance of the Bosche tricks, some Australians encountered a short chain across a gully. They were about to lift it when an "Anzac" veteran shouted instructions not to touch it. Investigation showed that the chain was attached to a mine big enough to annihilate a regiment.

There was little fighting for the possession of Serre. As the British were warily advancing 14 Germans emerged from the ruins holding up their hands. They were soon followed by 50 others who had been ordered to resist till death, but they preferred to surrender.

Our aeroplanes profited by the bright sunshine and clear atmosphere on the 1st inst. They were able to observe the extent and direction of the German retirement despite counter-activity by hostile aeroplanes.

Official reports show that the enemy moved mostly at night-time.

GERMAN REPORT.

A German official report, received by wireless, states:

We repulsed strong English detachments eastward and south-eastward of Souchez.

There have been many encounters in the Ancre region.

ACTIVITY ON FRENCH FRONT.

LONDON, March 1.

A French communiqué reports:—There has been fairly violent artillery on the Chambrettes-Bezonvaux front.

A French communiqué says:

We repulsed with loss two German raids west of Soissons and raided a German trench near Vauquois, bringing back prisoners.

Two German aeroplanes bombed Mont Didier, killing one and injuring three other persons.

Eleven French aeroplanes bombed hutments at Guiscard and railway stations at Appilly, Baboeuf and Oise, causing a fire at the last named place.

THE SILVER MARKET.

LONDON, March 3.

Silver is featureless and steady.

SUBMARINE PIRACY.

SHIPPING LOSSES.

LONDON, March 2.

The steamer *Headley* and two small craft, all British, have been sunk. Total over 5,000 tons.

The barque *Galgorm Castle* was sunk on February 27. She was shelled for two hours. The Captain and his wife and crew, including four Americans, entered two boats at nightfall. The Captain's boat drifted for 13½ hours in the ocean before it was sighted. The second boat with twelve men, including two Americans, is missing. It is feared they are lost as the weather was bad.

THE TORPEDOED DUTCH SHIPS.

GERMAN INSURANCE.

LONDON, March 3.

The owners of the torpedoed Dutch steamers declined the offer of London underwriters of 10 guineas per cent war risk, but accepted eight guineas from German underwriters. Hence they sailed with lights ablaze.

A telegram from Amsterdam states that the Dutch Government has protested to Berlin regarding the attacks on Dutch liners.

"HOIST BY THEIR OWN PETARD."

GERMAN BOAT SINKS GERMAN CARGO.

AMSTERDAM, March 3.

It is understood that the cargo of the *Bonaloeng* (a Dutch steamer regarded as having been sunk by a German submarine) consisted of Borneo tobacco from a German plantation. It was insured in Hamburg. Its loss therefore only affects Germany.

MR. GERARD'S DEPARTURE FROM SPAIN.

A WARNING IGNORED.

CORUNNA, March 3.

The whole population of a certain Spanish port turned out to watch the embarcation of Mr. Gerard and his party of forty, in addition to a crowd of of American refugees from Berlin.

Mr. Gerard was specifically warned while in Berlin not to risk a voyage from Spain, but he ignored the warning.

The steamer takes 700 Spanish emigrants to Cuba.

GERMANY'S COMPENSATION TO THE DUTCH.

HOLLAND WILL ASK FOR SHIPS IN DUTCH INDIES.

AMSTERDAM, March 1.

The *Tyd* says if Germany offers compensation for torpedoing seven Dutch ships she will be asked to hand over a number of German merchantmen which took refuge in the Dutch Indies.

AMERICA AND THE WAR.

MERCHANTMEN TO BE ARMED.

WASHINGTON, Mar. 2.

The House of Representatives, after a ten hours debate, passed by 403 to 13 a Bill empowering the President to arm merchantmen, but which did not authorise him to use "other instrumentalities," which President Wilson specifically desires.

THE IMPERIAL WAR CABINET.

LONDON, March 3.

The Press Bureau states that representatives of the Oversea Dominions attended to-day's War Cabinet. The special Imperial War Cabinets have been postponed *pro tem.*

(Continued on Page 6.)

INTIMATIONS

BRITISH GOVERNMENT WAR SAVINGS CERTIFICATES

Applications may be made through the undernoted Banks from whom full information and the necessary forms may be obtained:—

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
HONGKONG AND SHANGHAI BANKING CORPORATION.
MERCANTILE BANK OF INDIA, LTD.

War Savings Certificates

Value 5 years after purchase	Purchase Price
£500	£387 10 0
£1	15s. 6d.

FREE OF INCOME TAX.

For every 15s. 6d. lent now £1 will be paid in 5 years' time equivalent to 5 per cent. compound interest. No Income Tax will be payable.

Anyone, whatever his or her income may be, can buy War Savings Certificates up to a maximum of 500 £1 Certificates in all or their equivalent.

Meanwhile the money may be withdrawn in full any time, with an addition after the first year.

TERMS AND CONDITIONS.

(1) A Certificate entitles the purchaser to receive £1 for each 15s. 6d. on the fifth anniversary of the date of purchase, free of income-tax in respect of the accumulated interest.

(2) A Certificate is not transferable except by permission of the Postmaster General; a fee of 1s. will be charged in respect of each transferee. In the event of death, the same rules will be applied as in the case of Savings Bank Deposits.

(3) On written application (on a form obtainable at any Post Office) being made to the Controller, Money Order Department, London, the purchase price, or part thereof in multiples of 15s. 6d., will be repaid at any time, with an addition of 3d. for each 15s. 6d. on the first anniversary of the date of purchase and with a further addition of 1d. per 15s. 6d. for each month thereafter.

(4) No person may hold more than 500 £1 Certificates or their equivalent.

The £1 Certificates (purchase price 15s. 6d.) are issued in book form. The Certificates for £12 (purchase price £9 6s.) and £25 (purchase price £19 7s. 6d.) are issued without books. The £1, £12 and £25 Certificates are on sale at local Post Offices and at most Banks.

Single Certificates for sums from £100 to £500 may be obtained on application to the Comptroller and Accountant General, General Post Office, London; application forms are available at all Post Offices and at most Banks.

If Certificates be lost, and the serial numbers can be furnished to the Controller of the Money Order Department, new Certificates will be issued at charge of 1s.

GENERAL POST OFFICE, LONDON,
June, 1916.

(For examples of Investment in War Savings Certificates, see the other side.)

Examples of Investment in War Savings Certificates

Purchase Price.	Value after 1 year.	Value after 2 years.	Value after 3 years.	Value after 4 years.	Value after 5 years.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
387 10 —	403 15 —	419 15 —	435 15 —	452 — —	500 — —
310 — —	323 2 6	335 5 —	348 7 6	361 17 6	400 — —
232 10 —	241 17 6	251 5 —	261 12 6	271 15 —	300 — —
155 — —	161 5 —	167 10 —	174 — —	180 15 —	200 — —
77 10 —	80 12 6	83 15 —	87 — —	90 7 6	100 — —
58 15 —	60 19 6	63 — —	65 5 —	67 10 —	75 — —
38 15 —	40 — —	41 17 6	43 15 —	45 17 6	50 — —
19 10 —	20 — —	20 17 6	21 15 —	22 15 —	25 — —
7 15 6	8 — —	8 7 6	8 15 —	9 — —	10 — —
3 17 6	4 — —	4 2 6	4 5 —	4 7 6	5 — —
2 6 6	2 8 —	2 9 6	2 11 —	2 12 6	3 — —
1 11 —	1 12 6	1 13 6	1 15 —	1 16 —	2 — —
— 15 6	— 16 —	— 16 6	— 17 —	— 17 6	1 — —

N.B.—The Investment may be any multiple of 15s. 6d. up to £387 10s.

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JUST RECEIVED
SPECIALLY MADE
FOR THIS CLIMATE.

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INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE ANNUAL MEETING of Members will be held on MONDAY, March 5th at the Rooms of the Jockey Club, Hongkong Club Annex, at 5.15 P.M.

Hongkong, March 1, 1917. 1542

QUEEN MARY'S NEEDLEWORK GUILD.

LADY MAY, President of the Guild in this Colony, invites all Ladies interested in the organisation of working parties for war work—whether in connection with the War Charities Committee or not—to attend a MEETING at GOVERNMENT HOUSE on WEDNESDAY, 7th March at 10.30 A.M. for the discussion of matters of general interest.

Hongkong, Feb. 28, 1917. 1541

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW of FLOWERS and VEGETABLES, to be held in the BOTANIC GARDENS.

THURSDAY,
the 8th March, at 2 to 6 p.m.,
Admission $1.00.
LADY MAY
will present the Prizes at 5 p.m.
FRIDAY,
the 9th March, at 10.30 to 3 p.m.
Admission 50 cents.
at 3 to 6 p.m.
Admission 20 cents.

The Band of the 14th Punjabis will play on both days. Tea will be obtainable on the Ground.

A. NICOL,
Hon. Secretary.

Hongkong, March 1, 1917. 1543

GREEN ISLAND CEMENT COMPANY, LIMITED & REDUCED.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 1st March to SATURDAY, 31st March, 1917, both days inclusive.

The return of Capital of $2.50 per share will be paid to Shareholders on and after the 15th March, 1917, on presentation of Share Certificates for endorsement.

By Order of
THE BOARD OF DIRECTORS.

Hongkong, Feb. 22, 1917. 1523

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at St. George's Buildings, Charter Road, Victoria on SATURDAY the 10th March, 1917 at 11.30 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1916 and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 5th March, 1917, until SATURDAY, the 10th March, 1917, both days inclusive.

SHEWAN, TOMES & Co.
General Managers.

Hongkong, Feb. 28, 1917. 1534

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS.

NOTICE is hereby given that these Examinations will commence on MONDAY, July 9th, 1917.

Arrangements will be made to hold the Examination at any town where a sufficient number of candidates offer themselves. Candidates who wish to be examined at any other place than Hongkong or Shanghai must apply to the Registrar on or before April 2nd, 1917.

Forms of entry and all particulars can be obtained on application to the REGISTRAR THE UNIVERSITY, HONGKONG.

The entry form, duly filled in, must reach the Registrar together with the fee (Ten dollars, Hongkong Currency) on or before May 2nd, 1917.

The following Scholarships and Prizes will be awarded on the results of the Matriculation Examination, provided that candidates of sufficient merit offer themselves.

(a) The King Edward VII Scholarships of £40 a year each, for five years, tenable in any Faculty. A candidate for these scholarships must be under the age of 21 on July 1st and must before the first day of the examination, submit to the Registrar proof that he is a British subject.

(b) One President's Scholarship of four hundred dollars (Peking Currency) for five years, tenable in any Faculty. A candidate for this Scholarship must be under the age of 21 years on July 1st and must before the first day of the examination submit to the Registrar proof that he is the son of Chinese parents; that he was not born in any British Possession or Protectorate; that he has not adopted any foreign nationality; and that he is not eligible to compete for a King Edward VII Scholarship.

(c) The Chinese General Chamber of Commerce Scholarships of 300 dollars a year each for 4 years, tenable in the Faculty of Engineering. These scholarships will be awarded to poor students who would otherwise be unable to enter the University.

(d) Five cash prizes of $100 each (Hongkong Currency).

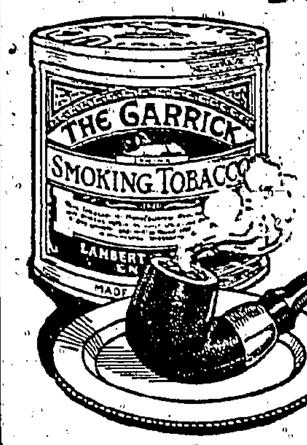
Candidates who secure King Edward VII or President's Scholarship or cash prizes must enter the University on the day on which the University session opens and must reside in one of the hostels directly managed by the University.

The examinations will be conducted according to the "Regulations for the Senior and Junior Local Examinations and for the Matriculation Examination, 1917."

Hongkong, Feb. 20, 1917. 1537

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GARRICK SMOKING TOBACCO



It has the distinction of invigorating the nerves and brain of the business man.

Does not burn or irritate the throat.

MARTIAL MUSIC.

A DEFENCE OF THE BAG-PIPES.

All good Englishmen do, and should, profess to dislike the barbarous tunes of the bagpipes, writes "G.R.B." in the "Globe." That is the correct attitude to adopt towards a type of music which only the initiated can hope to understand and appreciate. It is an art hedged round with much pride and prejudice and many technical difficulties; it demands a point of view and a standard of appreciation peculiar to an exiguous body of hillmen. Anglo-Saxons, therefore, are well-advised to leave the question of virtuosity in pipe-playing to the Highlanders, and enter not into debate as to its merits. It is safer far to deny that the art has any merits whatsoever.

TEMERARIOUS CRITICISM.

Yet there are ever Aliens who will persist in stepping into a sphere where self-respecting angels would hesitate to tread. We read occasionally in the despatches of a newspaper correspondent in France how this company of the Army Service Corps was encountered on the Menin road headed by its pipers, and how that battery of the anti-aircraft section marched to its billets cheered by the strains of "The Barren Rocks of Aden." Many Irish regiments boast pipe-bands; but they are, in a sense, entitled to the privilege. Many instances of temerarious criticism of bagpipe music occur in standard literature. Robert Louis Stevenson, himself a Scot—but no Highlander—ventures to devote a chapter of "Kidnapped" to a description of a piping contest in Cluny Macpherson's headquarters. This chapter does not escape technical error. The example of a Scotsman failing to accuracy in his writing on a national subject should have been ample warning to less qualified artists; yet Mr. Jeffery Farnol, thinking, no doubt that he had attained true verisimilitude told us in his "Broad Highway" how a casual acquaintance of the hero stalked away "playing a pibroch." A piper would no more think of "playing a pibroch" when departing from a chance meeting than the Palace Orchestra would dream of performing the Fifth Symphony to herald the entrance of Mr. Nelson Keys in the first scene of revue. A pibroch, be it understood, is neither the name of the instrument nor the generic term for any pipe tune. It is a definite musical form akin to the pianoforte sonata, and consisting, like that type, of a theme with variations. Yes, it is dangerous to write of matters one knows naught of.

Every Scotsman, of course, professes a love of pipe-musics—even the Lowlanders who can claim the pipes as their national instrument with no more justice than they can the viol-de-gamboys. These latter are eager in their appreciation of the wild tunes of the North; they are enthusiastic regarding the stimulating power of "Baile Innerscro," "Anglice" "The Campbells are Coming," and "Atholl Highlanders." But mark a subtlety of Lowland criticism: those in the movement will tell you with sage emphasis that the pipes sound best "at a distance." Honest folks, they do not mean that pipe-music near at hand is unbearable, but that distance lends enchantment to the graces of the art. Or perhaps it is the fine, caller air of the Lowland hills. The Lowlander is ever anxious to share the virtues of his Highland neighbour. That Celtic glamour!

THE PIPES AND THE WAR.

Nevertheless, in spite of its exclusiveness, in spite of Sassenach disapproval, ay, even in spite of Lowland appreciation, the popularity of the bag-pipes has never extended over such a large province as it does in these days of the Great War. Statistics are seldom interesting but an estimate of the number of pipe-sets now in use may be forgiven. There are ten Scottish regiments, and each of these consists of at least twelve battalions. Each separate battalion, again, is usually split into a first-line and a second-line battalion, and each battalion, Regular, Reserve, Territorial, new, first-line or second-line, possesses, at least, five sets of pipes. Let it be agreed that other units of Scottish origin possesses sets to the number of three hundred and thus on the modest estimate fifteen hundred sets of pipes can be laid to the charge of Scotland. Canadians, Australians, New Zealanders, South Africans, all lean to this type of martial music; Irish regiments, too, affect the pipes, and many a sporadic unit of the various services. The number of sets now in commission among the troops cannot fall short of three thousand. The streets of London will reel with wild music when they come back. The supply of bag-pipes come almost entirely from Scotland. But it is worthy of note that few of the essentials of their manufacture are found there. The ebony of the pipes, the cane of reeds, the silk of the tartan ribbon, and the silver of the mountings hail from foreign parts, as sometimes does the sheep-skin bag that is the players reservoir of wind. The tartan cloth of the bag is, perhaps, of native weaving.

The music and the art, however, are indubitably Scottish, and the Scots are not ashamed to adhere to the pipes in the face of criticism. Have not great musicians, Mendelssohn among them, hearkened and approved? And if there be a sceptic who doubts if the Scots themselves find pleasure in the weird cadences that man is hereby invited to attend the first Highland gathering—after the war.

£2 A WEEK EXPERTS.

THE RICH WORKMAN AND THE POOR CHEMIST.

The poor encouragement, which British firms have offered in the past to research work was illustrated by the Rev. J. R. Wynne-Edwards (Leeds Grammar School), in his presidential address recently to the Incorporated Association of Headmasters.

A member of their own association, said the speaker, wrote that after graduating D.Sc. (2nd class honour in chemistry) and spending a year in research work in Germany, he was offered a post at £100 as research chemist to a large firm. (Laughter). The works manager of the firm was killed a few days afterwards, and he was then offered the post at the "princely" salary of £150 with no hope of a rise.

Another member of the association, who obtained first-class in both parts of the science tripos in his three years at Cambridge, was recommended to a great armament firm, who offered him a post at "nothing-a-year" for two years, with the prospect of being taken on at the end of that time at a salary. If they had offered him 25s. or 30s. a week he would have risked it.

One still heard, the speaker added, of graduates serving in Government munition works as science experts at £2 a week, while workmen in the same works might be earning £5 or £6 a week.

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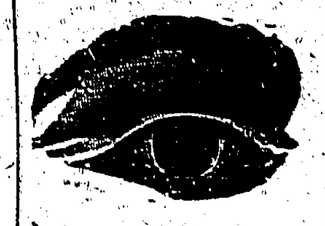
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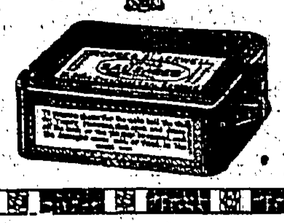
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Hongkong, Feb. 28, 1917. 1539

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THE ATLANTIC RAIDER.

HOW DID SHE ESCAPE?

By ARCHIBALD HURD in the "Daily Telegraph."

One can imagine the remark which will be made on reading the official announcement that this German raider has got to sea and succeeded in sinking a number of British merchant ships. Many persons, almost certainly, will ask, in wonder. "How ever did the Navy manage to let her slip through?" What should be said is, "Well, it is marvellous how the Fleet keeps such a tight grip on the enemy, seeing that he has so many opportunities of breaking free with a ship now and again."

The late Lord Salisbury used to advise us to study large maps; in this war we ought to discuss naval news with charts before us, then we should understand better the significance of news such as the item which comes to hand to-day. The conditions at sea are more favourable to the enemy of to-day for ordinary commerce raiding than they were for the enemy of a hundred years ago, and, in addition, the Germans have submarines.

We may learn that she was disguised as an ordinary trading vessel, possibly with a cargo of wood, that she sailed under a neutral flag, was officered and manned by neutrals, and that her warlike character was well disguised in accordance with a scheme worked out months in advance by some enterprising young German naval officer, who, with two or three companions, kept well out of sight until the danger area covered by our cruiser squadron to the north was passed.

When she was well clear of the British cruisers the German commander, of course, took command, threw his cargo of timber overboard, brought up his guns and mountings from their hiding-places—probably they were hidden under the load of wood—set all hands to work to put the armament in position, and then, well clear of our blockading forces, started on a career of commerce destruction.

Sometimes such a manœuvre for eluding the British blockade succeeds, as in the case of the Moewe—if she did come from a German port—and, again, it fails as was illustrated by the fate of the Grief, which, well disguised, was slipping through the naval mesh when she was challenged and sunk. The Grief, it will be recalled, sank the armed cruiser Alcantara in the fight which took place.

THE WORK OF THE BLOCKADERS.

On an average the British Cruiser Squadron intercepts and boards eighty vessels a week. That is the work which the officers and men of these comparatively few ships carry out in all weathers, by night as by day. How they go about the business, imprisoning German ships so successfully, is a story that must be told when the war is over; but the fact that eighty vessels—which are of course, all under neutral flags—are hauled up for judgment every week bears testimony to the efficiency of the work.

Let it be remembered that if there is a very narrow strait to the southward, only about twenty miles across, northward very different conditions exist. To the north of Scotland lie the Orkneys and, north again, the Shetland Islands, and between them and the Norwegian coast lie about 360 miles of sea. And, then bear in mind, that for three miles off the opposite coast lie territorial waters over which Norway asserts her sovereign right; she is their defender, and not the British Navy. That right has proved a valuable asset to the Germans, particularly to the enemy's submarines. Remember that fact, the large number of islands, the extent of the water area to be guarded, and then recollect that storms, darkness, and fog contribute to add to the difficulties against which the British cruisers have to contend. Nor is that all. Some neutral skippers do not lay themselves out to assist the British force; on the contrary, they would prefer to benefit the enemy, either by obstruction or by dilatoriness in complying with the legitimate requirements of our officers, perhaps because it pays them.

The development of the steam engine has conferred no mean benefit on the weaker Power anxious to break a blockade. A steam vessel is not at the mercy of the wind, as frigates were in the old days. At any moment, the frigate or privateer might experience a shift in the wind, perhaps at a critical juncture, and then she might fall a victim to the blockading force. But now a vessel propelled by steam is as certain in its movements as a railway engine or a motor-car. The weather conditions, if favourable to the enemy, are so much to the good, and he comes out naturally when they are likely to assist him. The flow of neutral shipping to and from the Northern Powers adds to the work of the blockaders, and offers to the enemy opportunities of passing through the cordon under a carefully-devised disguise. The German raider is favoured by many circumstances and yet only two have got to sea in a period of over thirty months.

A PAGE OF HISTORY.

The last blockade, conducted by the British Fleet was during the American War of 1812. The United States possessed a navy which the Kaiser would have regarded as "contemptible"; it was, indeed, very small, whereas the British Fleet was exceedingly large. British men-of-war were able to blockade the American coast in overwhelming forces and cut off commerce. But this country suffered sadly from the privateers which the Americans fitted out; these commerce destroyers broke out of port, crossed the Atlantic, and took heavy toll of British shipping off British and Irish ports. "Wherever on the ocean the British merchantmen sailed, thither the American privateers followed." The losses of vessels soon began to mount up, and then, indeed, the British people took to asking: "What is the Navy doing?" President Roosevelt has told the story of the war on British commerce by these fast-sailing and formidable American vessels:

The Irish Sea and the Irish Channel were among their favourite cruising grounds; they circled Scotland and Ireland; one of them ransomed a Scottish town. The Chasseur, of Baltimore, commanded by Thomas Boyle, cruised for three months off the coast of England, taking prize after prize, and in derision sent in, to be posted at Lloyd's, a proclamation of blockade of the sea coast of the United Kingdom.

In September, 1814, the merchants of Glasgow, Liverpool, and Bristol held meetings and complained bitterly to the British Government of the damages inflicted on them. The Liverpool meeting recited that some ports, particularly Milford, were under actual blockade. . . . The rates of insurance rose to an unprecedented height. . . . The Secretary of the Admiralty, Mr Croker, was forced to admit the havoc wrought even in the Irish and Bristol channels, and could only respond that if the merchantmen would never sail except under convoy of a sufficient number of men-of-war (on which the Admiralty tried to insist), they would be safe. Such a statement was equivalent to admission that no unguarded ship could safely go from one British port to another, and it sufficed to explain why the rate of insurance on vessels had gradually risen to double the rate which had prevailed during the great war with France.

The success of these frigates was achieved when this country had on blockade duty on the American coast a force relatively much greater in proportion to the opposing fleet than we possess to-day. The British Fleet was at the zenith of its reputation; it had had about twenty years experience in dealing with commerce raiders; and yet week by week the toll of losses rose. The depredations continued down to the end of the war. In those days the enemy had not the advantage of steam. It was suggested in pre-war days that the modern commerce destroyer would soon be driven by want of coal and food to abandon her career, and that steam was therefore no benefit to an enemy bent on commerce destruction. That theory has been exploded by the Emden and other German ships, which filled their bunkers and larders from their victims, as no doubt this latest raider is doing. It is impossible to fix any period when this vessel will be run down, because she will no doubt be active by turns and then lie perdue, once more getting on a trade route when it is known that the pursuit is being conducted elsewhere. She has a big field, for nearly three-quarters of the earth's surface is covered by water.

SOLDIERS BREAK UP PEACE MEETING.

RAMSAY MACDONALD CARRIED OUT OF HALL.

Great disorder attended a meeting held at the Co-operative Hall, Walthamstow recently, under the auspices of the Union of Democratic Control, and eventually, after the chairman had vainly appealed for a cessation of the disturbance, the proceedings came to an abrupt end.

Mr. J. Ramsay Macdonald and Mrs. Philip Snowden were the chief speakers, but, before even the chairman was able to make an opening pronouncement, a member of the audience protested against the Co-operative Hall being used for the purpose of a "peace crank meeting."

It was, he said, a disgrace to Walthamstow.

This protester declared that he had two sons "fighting for Mr. Macdonald," but a woman rose and said she had three sons fighting, and she endorsed the purpose of the meeting.

This remark was greeted with loud cheers and cries of "Order!" and Mrs. Snowden was allowed to speak, being interrupted, however, by someone in the hall, who asserted that she had gone to America to get money to start a peace agitation here.

"I will give you £10 if you prove that," retorted Mrs. Snowden, and the interrupter answered, "Not wanted, madame."

At this stage some soldiers entered the hall, and one of them, addressing himself to Mr. Macdonald, who was speaking, said, "Let him go and talk that stuff over on the Somme."

At a later stage some of the soldiers stormed the platform and, seizing Mr. Macdonald, carried him bodily out of the building.

A second later the chairman was treated in the same way, but Mrs. Snowden managed to get away before the uproar had reached its height.

The soldiers then gained complete possession of the platform, and, beating time with their canes, sang "Rule, Britannia" (follow by "God Save the King."

There were free fights in all parts of the hall, and hats and umbrellas were thrown all over the place.

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ANCIENT ENGINEERING.

ROME'S WATER SUPPLY.

Mr. W. J. E. Binnie delivered the presidential address to the Institution of Sanitary Engineers recently at Caxton Hall on "Sanitary Engineering in Ancient and Modern Times." The most important work in ancient times of which we had any explicit information was, he held, the water supply of Rome, and it was fortunate that there had been preserved in a Benedictine monastery near Rome a record of this work drawn up by Frontinus, who held the office of water commissioner in Rome in 97 A.D. In reading the MSS. one could not but be struck by the similarity between the methods and thoughts of the ancient Romans and those of to-day. For 400 years from the foundation of the city the Romans were content to use the water drawn from the Tiber or from wells, but at the time of Frontinus ten aqueducts had been constructed, with a gross length of about 236 miles. The largest, the Appian, which had been in existence 400 years when described by Frontinus, was 61 miles in length, the springs were 900ft. above the point of delivery in Rome and a length of about seven miles was constructed on arches or masonry superstructure. The Romans had no accurate tests for establishing the purity of water, but they judged it by its clarity. Vessels had been found which suggested the use of filters. The lecturer concluded by a comparison between the Roman reservoirs and modern constructions, the largest of which in England is that which supplies Liverpool, the aqueduct being designed to discharge 900,000,000 gallons a day.

IS THE WAR OF BEELZEBUB?

The "Arbeiter Zeitung," the organ of Austrian Social Democracy, is puzzled about certain utterances in the "Reichspost," the organ of the Vienna Foreign Office. In an article headed "Is the War the work of God or of Beelzebub?" the "Reichspost," which is also the leading Ultramontane newspaper of the Dual Monarchy, quotes a pastoral letter from the Austrian archbishops and bishops, in which the following passage occurs: "The war is first of all, to be regarded as God's disciplinary rod. Christians, whether guilty or innocent, are to humble themselves under God's almighty hand. It is therefore foolish talk about God putting an end to the slaughter." The war, comments the "Arbeiter Zeitung," is thus represented as something necessary and salutary, as the direct work of God, and not as the "Reichpost" has hitherto insisted the work of English, Russian and Serbian world incendiaries.

But in the same number of the "Reichspost" the Socialist organ draws attention to a poem in which a New Year's poet declares the war to be the work of the devil. The "Arbeiter Zeitung" is puzzled which view it ought to adopt.

INTIMATIONS

A WORLD-WIDE REPUTATION for over THREE-QUARTERS of a CENTURY

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Hongkong, March 20, 1914.

THE CONDITION OF YOUR HAIR DEPENDS ON THE CONDITION OF YOUR SCALP.

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The HAIR TONIC that Kills The DANDRUFF GERM. Cleanses the Scalp & thus Produces a Luxurious & Healthy Growth.

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HONGKONG AND CHINA.

To-day's Advertisements

ST. JOHN'S CATHEDRAL.

SEATHOLDERS and SUBSCRIBERS are reminded of the SPECIAL MEETING to be held at St. Paul's College on MONDAY, next, 5th instant at 5.15 P.M. to confirm the resolution passed at the Annual Meeting of Seatholders and Subscribers on 26th January, "that in future all seats be unreserved after five minutes before the service".

W. L. PATTENDEN,
Honorary Secretary.

Hongkong, March 3, 1917. 1547

NOTICE.

THE EXCHANGE BANKS beg to intimate to Shippers that, in view of the delay of Mails to Europe and the necessity for utilizing three routes, BILLS and all relative documents sent in for negotiation must be drawn in TRIPLICATE instead of in duplicate as heretofore.

Hongkong, March 3, 1917. 1548

NOTICE.

ALL persons having claims against the Estate of the late Mr. ALFRED HERBERT HEWITT are requested to forward them to the Undersigned on or before the 10th instant.

JOHNSON, STOKES & MASTER,
Solicitors for the Executors.

Hongkong, March 3, 1917. 1549

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

SATURDAY,

the 10th March, 1917, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

A MISCELLANEOUS STOCK,

Comprising:—

A variety of Dress Material, including Serge and Alpaca, Hats and Millinery, Counterpanes, Blankets, Towels, Men's Canvas Shoes, Toilet Soap, Perfumery, &c., &c.,

Also

A number of New Kerosene Stoves.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 3, 1917. 1550

THE DIARY.

MEMO. FOR TO-MORROW.

5 p.m.—Annual Procession of the Cross at R. C. Cathedral.

MEMOS. FOR MONDAY.

10.30 a.m.—Auction of Jewellery Watches etc. at Messrs. Hughes and Hough's.

5.15 p.m.—Meeting of Members of H.K. Gymkhana Club.

General Memoranda.

WEDNESDAY, March 7:—

10.30 a.m.—Meeting at Government House of Ladies interested in War Work.

3 p.m.—Auction of Race Ponies out side City Hall.

THURSDAY 8 & FRIDAY, March 9:—

H.K. H. Society's Annual Flower and Vegetable Show.

SATURDAY, March 10:—

11.30 a.m.—Hongkong Rope Co's. Meeting.

VISITING CARDS

PRINTED AT

"China Mail" Office.

BIRTH.

BURROWS.—On February 23, at Shanghai to Mr. and Mrs. E. BURROWS, a daughter.

DEATH.

AHMED.—On February 24, 1917, at Shanghai the beloved son of Mr. and Mrs. A. J. AHMED, aged 5 years and 6 months.

The China Mail.

HONGKONG, SATURDAY, MARCH 3, 1917.

THE OPIUM QUESTION IN CHINA.

THERE has been a great deal of excitement in Chinese political circles during the past few weeks in connection with the undertaking on behalf of the Chinese Government to purchase the stocks of foreign opium in Shanghai. According to Treaty the opium traffic should cease at the end of the present month, but it is explained on behalf of the Government that owing to the Revolution, six of the provinces have not yet been formally declared free of native-grown opium, and consequently the Vice-President last October represented to the Government that the foreign opium merchants at Shanghai threatened that there would be diplomatic trouble if the opium in their possession were not purchased as they would be involved in serious losses. There were representations on other aspects of the subject and in the end the Vice-President proposed, by way of compromise, that the Government should purchase the Opium Combine's entire stock. The Anti-Opium Society take the view that the deal leaves no room for the country to hope for the complete extirpation of the opium evil, and they are agitating for a cancellation of the agreement. A Government Delegate, making a statement in Parliament on the subject last week, said that the experience of other countries had shown that after the prohibition of opium became effective, opium continued to be consumed medicinally. He instanced the experience of Japan, where he said 500 or 600 chests were consumed, and said that China, being a very much larger country, would require a relatively larger amount of opium for medical use. He said the opium purchased would be manufactured into "medicine pills." The chief argument for buying up the stock was that the end of the opium traffic could be advanced by a year. The idea is to pay for the opium in Treasury Bonds payable in ten years, and it is calculated that the Government will be able to redeem these Bonds out of proceeds of the sale of the opium for medicinal purposes. Outside the Anti-Opium Society, the leading critic of the deal is Mr. TING SHIH YI, who is stated to have resigned his office as Chief Secretary to the President for the express purpose of tackling the Government on the subject. On his motion last week the Senate has demanded that all the telegrams from the Vice-President and all documents, agreements and other papers and correspondence between the Government, the Vice-President and the Shanghai Opium Combine be once forwarded to Parliament for perusal; and (2) that the Premier shall fix a date himself on which he will appear in the House in person to reply to questions on the subject. It is clear that the last has not yet been heard of the matter, and every effort is being made by the Anti-Opium Society to stir up an agitation throughout the country on the subject.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Mr. Arthur Moore Bennett, Managing Director of the Anglo-Chinese Engineers Association, left Peking last week for London via Siberia on business. Mr. Bennett expects to be away about three months.

The following departures for the front are announced in Shanghai:—Mr. A. B. Craddock, of the Public Works Department, who is the fourteenth of the P.W.D. staff to go; Mr. W. J. Hawkings, District Manager for Shanghai for Brunner, Mond and Co.; Mr. H. Moore, of Messrs. Mustard and Co.; Mr. T. W. Salter, of the B.A.T.; Mr. E. O. Cumming, the well known Shanghai broker; Mr. A. M. Scott, of Messrs. Jardine, Matheson and Co., Ltd.; Mr. S. G. Adams, District Manager for Tientsin of Brunner, Mond and Co.; and Mr. O. S. Little, District Manager for the same firm in North Manchuria.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

The result of the Re-sail of the 3rd of the Series of Club Championship Races for Chinese Rigged Cruisers is as follows:—

Course:—Datum Rock (S) Torcas Rock Buoy (S) Channel Rocks (S).

Start: Opposite Murray Pier. Finish: Club House, North Point:—

Yacht	H'cap Course.	on Time.	Finishing	Corrected Time
	M	S	H M S	H M S
Miranda...	Scratch		D N S	D N S
Oenone ...	6	20	6 00 53	5 54 33
Dorothy II	12	40	6 11 15	5 58 35
Scotsenden	9	30	6 15 16	6 05 46
Lady Godiva	44	20	D N S	D N S

Position	Pts. for race	Pts. to date
(1) Oenone ...	6	14
(2) Dorothy II	4	16
(3) Scotsenden	3	9
— Miranda...	—	—
— Lady Godiva	—	—

THE YANGTSZEPOO COTTON MILL, LIMITED.

The Report for presentation at the Second Ordinary Meeting of Shareholders to be held at the Offices of the General Managers in Shanghai next week is as follows:

The General Managers submit a Statement of Accounts to 31st December, 1916, shewing the result of twelve months' working to that date.

The Balance at credit of Profit and Loss is Tls. 87,596.99, which it is proposed to deal with as follows:—

	Tls.
To write off Plant and Machinery	61,036.20
To write off Brick Buildings	3,451.52
To write off Reinforced Concrete Buildings	7,415.85
To write off Furniture	284.88
To write off Motor Car	29.63
To write off Foreshore Bunding	358.73
To write off Demolished Buildings	10,000.00
To carry forward to new account	5,020.18
	Tls. 87,596.99

In view of the poor showing, the General Managers have waived their commission amounting to Tls. 6,423.56.

CONSULTING COMMITTEE.

In accordance with Article XVIII, the Members of the Consulting Committee retire, but all are eligible and offer themselves for re-election.

AUDITORS.

Messrs Lowe, Bingham and Matthews have audited the Company's Accounts and their re-election to the position requires the confirmation of the Shareholders.

JARDINE, MATHESON & Co., LTD.
General Managers.

Shanghai, 16th February, 1917.

CLOSING QUOTATIONS.

12.30 p.m.

Banks	$667	sellers
Douglas	107	sellers
Def. Indos	123	sellers
China Sugars	111	buyers
Wharves	82	sellers
West Points	70	sellers
Longkats	Tls. 17	buyers
"	16	sellers
Shanghai Cottons	116	sel. & ss.

HONGKONG JOCKEY CLUB.

"OFF" DAY.

Though the bad weather of the past three days threatened to continue early this morning, the sun fortunately broke through, and the "Off Day" of the Race Meeting was held in gloriously fine weather. Consequently there was a good crowd at the Race Course when the meeting opened at one o'clock, and during the afternoon the proportions of the crowd swelled considerably. H.E. The Governor arrived shortly after tiffin. A card of eight races was provided, and the contests in many of them were very exciting.

The results are appended:

THE "HAY AND CORN" STAKES.—Winner $250. Second $100. Third $50. For all Subscription Griffins that have run at this Meeting and not won a Race. Weight for inches as per scale. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5lb. Unplaced runners allowed 5lb. Four ponies to start or Race becomes void. Half a mile.

Mr. Cottager's Ploughsfield. 10st. 12lb. H. Seth 1
Mr. A. B. Lowe's Brown Bess. 11st. 1lb. Sedgwick 2
Mr. H. B. L. Dowbiggin's Whipper In, 9st. 13lb. Adams 3
Mr. Billiard's The Jigger, 10st. 7lb. Barton 0
Messrs. Beith & Ross' Mo, 10st. 9lb. Fisher 0
Mr. Horsford's Crosby, 10st. 10lb. Knoll 0
Mr. Dalmore's Merry Monarch, 11st. 1lb. Ezra 0

Won by three quarters of a length; a length and a half between second and third.

Time: 1min. 4sec.

There was exceptional delay at the start. The Jigger refusing to go off and causing about a dozen false starts. When the ponies did get away. The Jigger was left by many lengths.

Pari-Mutuel: Winner, $123.50. Places, 1st $14.20; 2nd $8.80; 3rd $34.80.

Cash Sweeps: No. 149, $1,007.12; No. 147, $287.75; No. 230, $143.88.

THE "LUCKY" STAKES.—Winner $250. Second $100. Third $50. For all Griffins that have run at this Meeting and not been placed. Weight for inches as per scale. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7lb. Allowances not accumulative. Off-day Winners barred. Four ponies to start or Race becomes void. One Mile.

Mr. Goshead's Matchbox, 10st. 8lb. Sedgwick 1
Mr. Henry Humphreys' Town Mouse, 10st. 4lb. Knoll 2
Mr. Hough's Cadzow's Waif, 10st. 9lb. Ezra 3
Mr. Ellis Kadoorie's Pingwu Chief, 10st. 8lb. Barton 0

Won by a short head.

Time: 2min. 14 4-5sec.

This was an exceptionally fine race, the ponies passing the post with barely a head to spare between any one of them.

Pari-Mutuel: Winner, $41.50. Places, 1st $10.20; 2nd $11.10.

Cash Sweeps: No. 523 $2,073.00; No. 248 $593.00; No. 310 $290.50.

4.—THE TYTAM HANDICAP.—Winner $500. Second $200. Third $100. For China Ponies. Subscription Griffins of this Season 1916-1917 that have run at the Meeting. Entrance $5. Once Round.

Mr. Henry Humphreys' Field Mouse, 11st. 8lb. (Mr. Knill) 1
Mr. Wayfoong's Cloudlands, 10st. 12lb. (Mr. Sedgwick) 2
Mr. Ezra's Trojan, 10st. 13lb. (Mr. Ezra) 3
Mr. Barfield's Bridgnorth, 11st. 9lb. (Mr. Barton) 0
Mr. George Hasting's Spalpeen, 11st. 1lb. (Mr. Fisher) 0
Mr. Charles' Hush Hush, 11st. 6lb. (Mr. H. Seth) 0

Won by a length.

Time: 2 min. 0 2-5sec.

Pari-Mutuel: Winner, $18.20. Places, 1st $6; 2nd $7.10; 3rd $6.

Cash Sweeps: No. 637 $2,831; No. 506 $666; No. 584 $333.

4B.—THE TYTAM HANDICAP. Class B.

Mr. H. B. L. Dowbiggin's Whipper In, 10st. 4lb. (Mr. Knoll) 1
Mr. Dynasty's King Dick, 11st. 4lb. (Mr. Sedgwick) 2
Mr. Dalmore's Merry Monarch, 10st. 13lb. (Mr. Ezra) 3
Mr. Adam's Amphion, 10st. 4lb. (Mr. Adams) 0
Messrs. Logan & Basto's Pearless Pearl, 10st. 10lb. (Mr. Barton) 0

Won by a length. Two lengths between second and third.

Time: 2min. 2 4-5sec.

Pari-Mutuel: Winner, $25.00. Places, 1st $8.00; 2nd $6.80.

Cash Sweeps: No. 420, $1,762.25; No. 570, $503.50; No. 466, $251.75.

5.—THE HONGKONG HANDICAP.—Winner $500. Second $200. Third $100. Open to all China Ponies entered at this Meeting. Entrance $5. One Mile and a quarter.

Mr. Henry Humphreys' Northland, 11st. 7lb. (Mr. Knoll) 1
Mr. Ellis Kadoorie's Australian Chief, 11st. 0lb. ... (Mr. Ezra) 2
Sir Paul's Windsor Dahlia, 11st. 0lb. (Mr. Seth) 3
Messrs. T. F. Hough & J. H. Scott's Golofina, 11st. 1lb. (Mr. Fisher) 0
Messrs. H. P. White & N. J. Stabb's Capilano, 10st. 12lb. (Mr. Sedgwick) 0

Won by a short head; a length and a half between second and third.

Time: 2min. 47 4-5sec.

Pari-Mutuel: Winner, $11.60. Places, 1st $6.70; 2nd $12.10.

Cash Sweeps: No. 206 $2,570.75; No. 483 $734.50; No. 352 $367.25.

5B.—THE HONGKONG HANDICAP. Class B.

Mr. Cottager's Ploughed Field (Mr. Seth) 1
Mr. T. F. Hough's Cadzow's Waif (Mr. Ezra) 2
Mr. Ellis Kadoorie's Derby Chief (Mr. Sedgwick) 3

Time: 2m. 52 2/5 sec.

Pari-Mutuel: Winner, $51.10; Places, 1st, $8; 2nd, $5.70; 3rd $6.20.

Cash Sweeps: No. 382, $2,501.62; No. 343, $714.75; No. 199, $357.38.

THE "ALSO RAN" STAKES.—Winner $250. Second $100. Third $50. For Subscription Griffins of this Season that have run at this Meeting and not been placed. Weight for inches as per scale. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7lb. Off-day Winners barred. Four ponies to start or Race becomes void. One Mile.

Sir Paul's Magic Dahlia (Mr. H. Seth) 1
Mr. Goshead's Moneybox (Mr. Ezra) 2
Mr. John Peel's Drumclog (Mr. Fisher) 3

Time: 2min. 19 2-5sec.

Pari-Mutuel: Winner, $17.20. Places, 1st $8.20; 2nd $6.90; 3rd $12.40.

Cash Sweeps: No. 864, $2,655.62; No. 408, $758.25; No. 606, $379.38.

THE "LOITERERS" STAKES.—Winner $250. Second $100. Third $50. For all Griffins that have run at this Meeting and not won a Race. Weight for inches as per scale. Subscription Griffins that have run at this Meeting and been placed second allowed 5lb., those that have been placed third allowed 5lb. Unplaced Subscription Griffins allowed 10lb. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7lb. Off-day Winners barred. Four ponies to start or Race becomes void. Once Round.

Mr. Henry Humphreys' Town Mouse (Mr. Knoll) 1
Mr. Ellis Kadoorie's Formosa Chief (Mr. Ezra) 2
Mr. Ellis Kadoorie's Essex Chief (Mr. Barton) 3

Time: 2m. 1/5sec.

Pari-Mutuel: Winner, $33.30; Places, 1st, $11.10; 2nd, $9.30; 3rd, $20.30.

Cash Sweeps: No. 169, $2,838.50; No. 822, $811.00; No. 628, $405.50.

THE "FINALE" STAKES.—Winner $250. Second $100. Third $50. For Subscription Griffins of this Season that have run at this Meeting and not won a race. Weight for inches as per scale. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5lb. Unplaced runners at this Meeting allowed 5lb. Off-day Winners barred. Four ponies to start or Race becomes void. Five Furlongs.

Mr. Dynasty's King Dick (Lieut. Fisher) 1
Messrs. Thomas and Sedgwick's Tom Cobleigh (Mr. Barton) 2
Sir Paul's Dandy Dahlia. ...(Mr. Seth) 3

Time: 1m. 21sec.

Pari-Mutuel: Winner, $86.40; Places, 1st, $8.60; 2nd. $10.10; 3rd, $6.

Cash Sweeps: No. 825, $3,304.50; No. 405, $887.00; No. 570, $433.50.

LABOUR AFTER THE WAR.

MR. HODGE PROPHESIES A BOOM IN TRADE.

EMPLOYMENT.

"Trade is certain to boom after the war, and I intend that labour shall be ready to act as soon as peace is declared," said Mr John Hodge, the Minister of Labour, to a "Daily Chronicle" representative recently.

"My great desire is that employers and workmen shall make such arrangements before peace comes as to be able to go on without friction. I have good reason to believe, from the conferences I have had with great employers, that there is every intention to treat labour fairly and adequately after the war. Already there are indications that the nation as a whole will do well.

"Employers have complained to me that hitherto the Government have consulted labour more than capital. I shall not pursue that policy. Both sides must be heard; otherwise it will be impossible for confidence to be retained. The fact that I have already done so augurs well for the success of the department.

"The preliminary conferences that have been held are but a prelude to bigger conferences of the two sides, where there will be an opportunity of free discussion. Whether such gatherings will take the form of craft conferences or one big conference has not yet been decided.

PLANS FOR THE FUTURE.

"I want first to get the reports of the Demobilisation Committee and the Reconstruction Committee. Already I have had the interim report of the Demobilisation Committee, on which I am acting. This gives me an opportunity of preparing plans and generally getting ready; but of course I cannot complete anything till I receive the final report, which I expect to have in a few weeks' time.

"It has been estimated that 30,000 men will be demobilised every week from the Army, but at present there are no figures concerning the munition workers in this respect. They will be forthcoming in the report of the Reconstruction Committee.

"There can be no doubt about the coming boom in trade, and in many factories now employed in war work no stoppage need occur. Factories that are making steel for war purposes must be immediately directed to supplying steel for industrial purposes. Industries are now being starved for steel, and they will want all they can get. Shipbuilding will be pushed on as rapidly as possible. Therefore there will be full employment for engineers generally. Engines and cranes and machinery of all kinds are now being worn out. The present is not the time to renew them—that lies with the future. Many that we are now making, the best of in all departments of life will call for instant renewal, and it will all mean more work.

"I do not really think that there will have to be very much displacement of labour. I believe there will be a keen demand for open-air work when the men come back. The land will attract many thousands. In fact, for some trades, such as the leather and building trades, the difficulty will be to find the men to do the work."

—Platinum, which has lately become fashionable for jewellery, despite (or because of) its greatly increased price, was accidentally discovered about 340 years ago among the gold mines of Darien. From the dull white hue it was long mistaken for an inferior kind of silver, and its present title is derived from a Spanish word meaning "little silver." But this valuable substance, really "indispensable" for the manufacture of scientific instruments, can indirectly claim British origin, having been first declared to be a separate metal by our great physicist, Sir William Watson. Nearly 96 per cent. of the world's production comes from the Ural Mountains.

RUB IT IN.

A good many people think rheumatism can not be cured without taking nauseous medicine. Chamberlain's Pain Balm massaged thoroughly into the skin has cured far more rheumatism than any internal remedy in existence and gives relief quicker. For sale by all Chemists and Storekeepers.

THE MAGISTRACY.

"FORGETFULNESS" OR DISHONESTY?

A messenger employed by the Dairy Farm was given seven stamped letters to mail at the Post Office. Before leaving on his errand he was instructed by the office clerk to post two of the letters in the foreign box and the remaining five in the local box.

Several days later the letters with the postage stamps removed were returned to the office of the Dairy Farm from the Kowloon Steam Laundry where they had been found in a pocket of the messenger's coat.

Brought before Mr. Melbourne this morning, the messenger pleaded not guilty to the charge of stealing the stamps that had been attached to the letters.

The defendant said he had forgotten whether or not the letters had been given to him to deliver, but if they had, he surely posted them.

After hearing evidence given by Mr. James Smith, assistant accountant of the Dairy Farm, and a Chinese clerk employed by the Dairy Farm, His Worship sentenced the defendant to fourteen days' hard labour.

ALLEGED UNLAWFUL POSSESSION OF RUBBER.

Two Chinese charged with the unlawful possession of two 180 lb. bales of rubber, valued at $300, were brought before Mr. J. R. Wood this morning.

Sergeant Wills said the defendants explained that they were carrying the rubber to a marine stores shop in Yaumati, where they were employed but could not identify the owner of the rubber, who, they stated, had given them the bales to deliver.

It was later learned by the Police that a large quantity of similar rubber was stored in the Kowloon Godowns from where it was being shipping to the United States.

Evidence was taken and the defendants remanded until Tuesday, bail being fixed at $100 each.

BREAKING INTO A GODOWN.

Before Mr. Wood this morning four coolies were charged with breaking into the godown of Messrs Dodwell and Company, Ltd., at 153 Praya East, and stealing merchandise valued at $665.

Three of the defendants pleaded guilty to the charge but one pleaded not guilty and the case was remanded.

A MISTAKE IN DELIVERY.

A mandarin who arrived from Canton by the steamer *Fat Shan* appeared in Mr. Mellourne's Court this morning as complainant against a carrying coolie charged with the theft of baggage given him by the complainant's servant at the Canton Wharf to be delivered at No. 27 Connaught Road.

According to the story told by the the defendant, he made a mistake in the address and delivered the baggage to No. 39 Circular Pathway.

Sergeant Clark, however, stated that Police investigations disclosed that the house in Circular Pathway was the defendant's residence and there he discovered the baggage broken into and damaged.

His Worship sentenced the defendant to three months' hard labour and four hours' stocks.

GERMANY'S WAR CASUALTIES.

THE FOUR MILLION FIGURE PASSED.

The casualties (exclusive of corrections) reported in German official casualty lists during the month of December, 1916, are as follows:

Killed and died of wounds	15,169
Died of sickness	1,354
Prisoners	1,019
Missing	15,395
Severely wounded	11,553
Wounded	4,601
Slightly wounded	32,430
Wounded remaining with units	6,729
	88,201

The above casualties added to those reported in previous months, and including the corrections reported in December, 1916, bring the total reported in the German official lists since the beginning of the war to:

Killed and died of wounds	909,865
Died of sickness	57,459
Prisoners	223,741
Missing	284,115
Severely wounded	530,991
Wounded	296,654
Slightly wounded	1,486, 20
Wounded remaining with units	215,605
	4,010,160

The figures given above include all German nationalities—Prussians, Bavarians, Saxons and Wurttembergers. They do not include naval casualties or casualties of Colonial troops.

It should be noted that the above figures do not constitute an estimate by the British authorities, but merely represent the casualties announced in German official lists. It should also be noted that the casualties are those reported during the month of December—not reported as having been incurred in December.

TELEGRAMS.

(Continued from Page 1.)

THE RUSSIAN FRONT.

LONDON, March 3.

A German official report, received by wireless, states:

There has been lively fighting westward and southward of Riga and between the Upper Sereth and the Dneister.

Five Russian attacks failed to recapture the heights northward of Valeputna road.

A Russian official report states:

A German counter-attack drove out the Rumanians from a height northward of Zaval River.

We annihilated two field-posts north of the Rimnik River.

GERMANY'S MEXICO PLOT.

BRITISH PRESS VIEWS.

LONDON, March 3.

The revelation of Germany's Mexico plot is regarded by the British Press as the crowning exposure of the roguery, desperation and folly of Germany's rulers.

The dramatic timing of the revelation is considered a fresh proof of the prudence and diplomacy with which President Wilson is seeking to consolidate the American nation by fully acquainting it with Germany's crimes before announcing that the torpedoing of the *Laconia* is an overt act necessitating war.

SAVING PAPER ON ADVERTISING POSTERS, PRICE-LISTS, &c.

LONDON, March 2.

The Board of Trade prohibits the manufacture of posters exceeding 600 square inches superficial measurement, and abolishes newspaper contents bills, and posters advertising goods except at retailers' premises, the issue of tradesmen's price-lists and advertising matter to private customers, except at the latter's written request. The last named does not apply abroad.

EXPECTED RATIONING AT HOTELS IN GREAT BRITAIN.

LONDON, March 3.

It is understood that the Food Controller will shortly enforce rationing at hotels and restaurants and order a fixed price for tea.

A NEW INTELLIGENCE DEPARTMENT.

LONDON, March 3

It is stated that the Hon. Neil Primrose is resigning the post of Chief Whip and may be appointed to a new Intelligence Department to assist Mr Lloyd George.

WOMEN SOLICITORS.

LONDON, March 3.

The House of Lords has passed the second reading of the Bill to enable women to practice as Solicitors.

PANIC OF GERMANS IN PEKING.

LEGATION ARCHIVES BURNT; GUARDS DISAPPEARED.

The Peking Correspondent of the *N-C Daily News* cabling on the 25th ult said:—

Many rumours are afloat with regard to the preparations being made by the Germans for their forthcoming eviction. Chinese reports state that the archives of the Legation are being burnt and that the Legation guard, composed of regulars and conscripts, has slipped away to Tsingtao. A total of about 30 men have vanished into thin air, and wherever the men may have gone the barrack gates are no longer guarded by sentries.

It is said that large quantities of silver have been removed by night from the Deutsch-Asiatische Bank in the Legation Quarter to the Chinese City.

The Germans are certainly perturbed at the prospect of measures being taken against them, and the Legation officials are making frantic efforts among the military officers to get them to use their influence to restrain the Government from taking further steps. In certain directions these efforts have been successful, and pro-German military men and other reactionaries have been rendered enthusiastically Germanophil by German hospitality and German largesse, and are working hard for their patrons.

Meanwhile it is satisfactory to record that Vice-President Feng Kuo-chang, who now has a healthy understanding of the position of China, is vigorously combating the pro-German party. He takes the view that, as the existence of China depends on the observation of her international obligations, it is essential for her, for her own protection, to follow America in protesting against the German violation of recognized international law.

A LIFE SAVER.

IT is safe to say that Chamberlain's Colic, Cholera and Diarrhœa Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cure of cramps in the stomach, diarrhœa and all intestinal pains. For sale by all Chemists and Storekeepers.

EARLIER TELEGRAMS.

THE GERMAN RETREAT.

PREPARING FOR A SUPREME EFFORT.

LONDON, March 1.

Mr. H. W. Forster, referring in the House of Commons to the German retreat in France said the enemy had hitherto impressed upon his troops the necessity for defending their positions and fighting to the very end. In view of such instructions this withdrawal could not but have an unfavourable effect on the enemy troops and the German people, when the latter knew probably that the enemy was retiring not merely as a defensive measure but with the object of saving his strength for a great blow on one or other of the Allied fronts. There is every indication that he will make a supreme effort to end the war in his favour in 1917, which can only be met by corresponding determination on the part of the British Empire and the Allies. (Cheers.)

NEW FLYING SCHOOLS.

The new flying schools, which were being established in Canada and Egypt, were a tribute to the valuable services of the large number of Dominion air pilots. While we would not boast as to what we would do if there were more Zeppelin raids, we had profited fully by our experience. He mentioned that 4,000 miles of railway had been constructed at all the war theatres for the transport of big guns and supplies.

BRITISH POSITION DOMINATES BAPAUME.

DRAMATIC DEVELOPMENTS EXPECTED.

LONDON, March. 2.

Reuter's correspondent at British Headquarters says around Ligny we are now, upon ground which is actually higher than Bapaume, so it is only a question of advancing guns to dominate it so as to render it untenable. The enemy greatly damaged the main Albert Road, maintaining a steady artillery fire on it and making its repair most difficult. There are hints of a development of a most dramatic nature if the weather holds.

THE HEALTH OF THE TROOPS.

Apart from malaria in German East Africa the health of the troops had been most satisfactory. Enteric had almost disappeared. The cases of typhoid among the British troops in France up to November 1 were 1,571 compared with 60,000, with 8,227 deaths, in the South African War. (Cheers). Cases among those not inoculated were fifteen times higher than among the inoculated, and the death ratio was seventy times higher.

EMPLOYMENT IN ENGLAND.

A NEW ORDER.

LONDON, March 1.

A new order prohibits the engagement or transfer of employment of men between the ages of eighteen and sixty-one in occupations of which a comprehensive list is issued, unless the employers are occupied in the execution of Government contracts or work of national importance. It provides for priority of attention for Government work.

GREEK COMITADJIS' BARBAROUS ACTION.

LONDON, March 1.

According to a message from the French Macedonian Headquarters, the Greek comitadjis in the neutral zone south of Korica surrounded and wiped out a patrol of a dozen men and afterwards mutilated the bodies.

BRITISH CONTINUE TO ADVANCE.

2,133 PRISONERS TAKEN IN FEBRUARY.

LONDON, March 27.

Field Marshal Sir D. Haig reports:—The number of prisoners taken in February totalled 2,133 including thirty-six officers.

The enemy continues to retreat.

We advanced to the north of Miraumont 600 yards on a mile and a half front and discharged gas to the south of Souchez and made a raid. We also entered trenches to the north-east of Givenchy.

The enemy raided trenches near Ablaincourt and Rancourt but were ejected.

RACING IN ENGLAND.

LONDON, March 1.

Substitutes for the Derby, Oaks and the Ascot Gold Cup races will be run on May 30, June 1 and June 12 respectively.

A GERMAN MESSAGE.

A wireless message from a German official source states that a strong English attack to the east of Souchez failed.

GERMANY'S MACHINATIONS IN MEXICO.

THE CLIMAX REACHED.

NEW YORK, March 1.

Germany's promise to Mexico is contained in a document, now published textually, dated January 19. It is signed by Herr Zimmerman and was actually sent through Count Bernstorff. It was in President Wilson's hands when he broke off relations—a fact which is considered a sufficient answer to the Chancellor's complaint regarding American brusqueness. This document is regarded as the climax to the German Embassy's machinations, the extent of which, if fully realised, would create immense public indignation.

Herr Zimmerman's proposal regarding Japan is especially interesting in view of the belief of the chiefs of the American Army that if Japan ever invaded the United States it would be through Mexico into the Mississippi Valley in order to split the country in twain.

The revelations will undoubtedly have a profound effect on the country and congress.

WASHINGTON, March 1.

Mr Lansing, Secretary of State, in referring to Herr Zimmermann's note to Mexico, authorised the following statement: "We do not believe that Japan had any knowledge of this or that she would consider any enemy propositions."

SCIENCE TEACHING IN THE SCHOOLS.

BUSINESS MAN'S ADVICE.

Of all the educational organizations that meet at this time of the year the Incorporated Association of Head Masters in Secondary Schools probably wields the most influence. It is representative of all education above the grade of elementary, and includes the head masters of most of the great Public Schools, of the old endowed schools, of grammar schools, and that of the new type which has sprung up since 1902—the municipal secondary schools. The organization held its annual meeting in the Guildhall on January 9, and was, as usual, welcomed by the Lord Major on behalf of the City Corporation. Mr W. W. Vaughan, of Wellington College, the retiring President, took the chair at the opening, and inducted the new President, the Rev. J. R. Wynne-Edwards, Head Master of the Leeds Grammar School, who delivered a Presidential Address, which, while pleading for more science teaching in schools, deprecated the modern fashion of deriding humanistic studies. He claimed that there was room for the humanities and for science.

The feature of the day, however, was a very remarkable speech by Mr W. L. Hichens, Chairman of Cammell, Laird, and Co., whose task it was to tell the schoolmasters what the business man wants in the boys sent to him. Mr Hichens expressed the opinion that boys intended for the manufacturing side of the engineering business should go between sixteen and seventeen years of age rather than after eighteen. He suggested that they should serve an apprenticeship in the works and in the drawing office, and then take an engineering course at a University. On the commercial side he also advocated entry between sixteen and seventeen, but confessed that lately a limited number of vacancies had been reserved for University men. For the research side he was wholly in favour of the University man. He amused the Conference by saying that for the commercial side he went and had a look round Oxford. He did not select the man who had got a First in Greats or History, but the man who could have got a First—if he had worked. To schoolmasters this was rank heresy, so far. But Mr Hichens got the Conference with him when he explained that he preferred for commerce the man who was pleasant in the common room and on the river, for the quality of getting on with men was more important in commerce than intellectual capacity. In an aside Mr Hichens defended commercial "rings" and Trade Unions, and said that in a combination of the two lay the solution of the labour problem.

EDUCATION AND BUSINESS.

The war had taught us that the merchant and the manufacturers are vital links in the chain of our national welfare, and that their work was just as much national service as the work of the soldier and the sailor. If that were true in war time it was equally true in times of peace. The whole material fabric of our social organization depended in the last resort on the production and distribution of wealth. The cry was for a more practical and useful scheme of education, and they would reasonably infer that he would make suggestions to the end. He had no such suggestions to make. (Hear, hear.) A big industrial organization, such as his firm, had or should have, three main subdivisions—the manufacturing branch, the commercial branch, and the research or laboratory branch. There were, therefore, three main types of activity open to young recruits. He would not deal with the rank and file, but with the better educated apprentices, who expected to rise to positions of responsibility. He often wondered why the number of Public School boys who chose engineering as a profession was so small. They seemed to prefer the counting house, or the Army, or the Civil Service. This was partly because so few scholarships were offered to boys to carry them through the period of apprenticeship.

PLAYING FOR SAFETY.

But the main reason was that the engineering career did not offer the same certainty as the others. The others were miserably paid, as a rule, but they offered a safe, though modest, competence, and during recent years boys had been taught to go for the safe thing. Yet nothing sapped the moral fibre of any boy, or any nation, more than that he should embark on the journey of life with "Safety first" hung round his neck. (Hear, hear.) On the commercial side also they preferred to get the boys between sixteen and seventeen. They had recently, however, reserved a limited number of vacancies for University men. The research department also was in the main recruited from University men. But there was this difference that, whereas the research men should have received a scientific training at the University, they required no specialized education in the case of University men joining the commercial side. In practice they found that the boy of eighteen or nineteen did not acquire any special advantages by his extra two years at school, which enabled him to outstrip the boy who had started his business career earlier. Specialized education at school was of no practical value. There was ample time after a boy had started business to acquire all the technical knowledge that his brain was capable of assimilating. What they wanted when they took a boy was to assure themselves that he had ability and moral strength of character, and he submitted that the true function of education was to teach him how to learn and how to live—not how to make a living. (Cheers.) Naturally they were interested to know if a boy had an aptitude for languages or mathematics or was of a mechanical turn of mind, but it was immaterial to them whether he had acquired that aptitude, say, for learning foreign languages through learning Latin or Greek or French or German. The educational value was paramount, the vocational negligible. If, therefore, modern languages were taught because they would be useful in later life, while Latin and Greek were omitted because they had no practical use, although their educational value might be greater, they would be bartering away the boys' rightful heritage of knowledge for a mess of pottage.

LIFE AND A LIVING.

And they must not think only of the boy's life in business. A man's whole life was not spent in the counting-house or workshop, and if it were true that education should qualify him in the technique of his future profession it would surely be no less important to teach him how to use his leisure and how to fulfil his duties as a citizen. The tendency of modern education was often in the wrong direction. Too little attention was given to the foundations and too much to a showy superstructure. Too much heed was paid to parents who wanted an immediate return in kind on their money, and it was often forgotten that education consisted in tilling the ground and sowing the seed, and that the seed must grow of itself. No one could fail to notice, too, the tendency to keep moral education apart from the rest of the curriculum, with the consequence that a boy's religious life and his ordinary everyday life were in two separate water-tight compartments, and this fatal doublebness of life, this duplicity, pursued him to the end of the days, producing that shapelessness of life which Plato regarded with so much horror. He knew that the kind of teaching he wanted called for the highest type of character in the teachers, and it might be that the right type of men were not always attracted into the profession. It would be surprising if they were, for the importance of the profession was not recognized as it should be. The average pay was less than that of his workmen and considerably less than that of the skilled mechanics. Teaching was in fact a sweated trade as much as any in the East End of London, and for the same reason—unrestricted competition. "You undercut one another," continued Mr. Hichens, "in your business just as much as we do in ours: only you have no boom years in which to adjust the balance." The remedy he continued, was the same for both of them—a "ring" to ensure that the rights of those engaged in the business are recognized, and that the consumer did not benefit unfairly at the cost of the producer. "Rings" rightly directed fulfilled an important function in controlling the industry of a country, as did Trade Unions, and to harmonise the two was, perhaps, to solve the Labour problem. It would be a lamentable thing for the country if its higher education was sterilized, because the best type of man did not join the teaching profession. Strong pressure was being brought to bear to commercialize our education and to convert us into a money-making mob. On which side were the forces of education to be found, or were they on the fence? (Cheers.)

THE SORT OF UNIVERSITY MAN WANTED.

Members of the Association displayed anxiety to question the speaker, especially about his statement regarding the value of school training between sixteen and eighteen.

Mr Hichens, in the course of his reply, said he spoke from practical experience when he said that boys who stayed at school till eighteen did not thereby get sufficient advantage to enable them to jump over the heads of those who left at sixteen. Utilitarian education was bad for the boy and of no use to the firm he went to. The University men he had engaged had all turned out successful up-to-date.

A friend received a letter from Lord Fisher recently in which the veteran admiral said:—"I have the blessing of marvellous health. See Deuteronomy, chap. 34, verse 7." The reference is to the familiar words applied to Moses: "His eye was not dim, nor his natural force abated." In energy and spirit Lord Fisher at 75 is one of the marvellous old men of our day.

ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT.

Orders for week ending March 10th.

Y.M.C.A. DIVISION.

Public Vaccination at Headquarters every evening (Sunday excepted) from 7.30 to 9.30.

SAIYINGPUN DIVISION.

Wednesday, 2.30 p.m. Company and Stretcher Drill.

Saturday, 2 p.m. Parade for duty. Instructions will be issued in due course.

QUEEN'S COLLEGE DIVISION.

Wednesday, 4.30 p.m. Company and Stretcher Drill.

VICTORIA DIVISION.

Thursday, 5.15 p.m. Company Drill.

(Sd.) E. ELPHS,
Officer in Charge of District.

TROUBLE AVERTED.

THAT little cold and sore throat of yours must be checked at once or it may develop into something worse. Take a few doses of Chamberlain's Cough Remedy and your troubles will soon vanish. For sale by all Chemists and Storekeepers.

COMMERCIAL.

HONGKONG SHARE MARKET.

Messrs. Moxon and Taylor in their weekly report dated March 2nd state:—

For the period under review there is very little to report, owing to the Racing having occupied the bulk of the week. Practically no business has taken place. Rubber is quoted 3/2½ per lb. from London.

For the above reasons the quotations may be taken as unchanged from last week, with the following exceptions:—

Shanghai Cottons are now Tls. 116 buyers and Shanghai Docks Tls. 83 buyers. Langkats, following on the announcement that no dividend will be paid for the past year, have receded to Tls. 17 at which a small business has been done.

EXCHANGE.—The demand rate on London is 2/4 3/16 and the T.T. rate on Shanghai is 64.

COTTON AND YARN MARKET.

Messrs Polishwalla & Kotwall, Cotton and Yarn Brokers, Hongkong, in their report dated March 2nd state:—

The interval following our last report, issued on the 7th ult. has been characterised by a remarkable improvement both in the volume of transactions and in the situation of prices, and we have to record an active market with rates showing, on the whole, an advance of $5 to $6.

The steady look assumed by Silver in the early part of the period, coupled with a more satisfactory state of clearances and better enquiries from the countries, induced both dealers and importers to operate with some confidence, and several important transactions transpired both for spot and floating cargo. The last few days, however, have been practically without business an "impasse" having been created by a systematic fall in the remitting rate and the difficulty of securing exchange, and the market closes exceptionally quiet although rates are distinctly firmer.

The business of the fortnight comprises, 7,100 Bales.

The statistical position is fast gathering strength, and in view of the very restricted arrivals and the difficulties of financing shipments and coving war risks, it is quite on the cards to expect a maintenance of the present high level of prices.

Stocks are estimated at 23,000 Bales including 16,000 Bales sold but uncleared.

THE DEATH OF A CHINA JOCKEY.

MR. HENRY T. ALLAN.

Shanghai papers record with very deep regret the death, at the age of 70 years, of Mr Henry T. Allan, which occurred at the Shanghai General Hospital on Sunday evening, the 25th February.

Always of a very reserved nature, there are few of the present generation who knew Mr Allan intimately, but the "N. C. Daily News" says he is famous to many for his wonderful record in riding in Shanghai and the outports. Born in Ceylon, he came to the Far East in 1862, when barely 16 years of age, to join the firm of Maitland, Bush & Co., in Newchwang, and two years later became a member of the staff of Ellis & Co., in Amoy, where he at once showed his ability as a rider and won his first race when still a "griffin." In 1879 he joined the firm of Jardine, Matheson & Co., Ld., remaining with the firm until 1896, and during this period was for at least ten years looked upon as the hong's "first jockey." After leaving Ewo, he was later in the employment of the Shanghai Horse Bazaar, having the management of the then Central Stables in Foochow Road, and afterwards with Messrs. J. A. Wattie & Co., whose service he left about a couple of years ago to live in retirement. Although lately he had lived a rather secluded life, yet he was frequently seen at the Shanghai Club, which he visited almost daily before noon.

As a jockey Mr Allan had a splendid seat and "goodhands" and had a remarkably succesful record of successes at the Shanghai, Hongkong, Foochow, Hankow and Tientsin Race Meetings. It is computed that during the years he took part in racing—from 1884 to 1892—he rode no fewer than 500 winners. In Shanghai he rode the winners of most of the principal events, his most notable success, perhaps, being when he rode Torpedo to victory in the Spring Champions of 1883. In Hongkong, his successes included the Ladies, Purse (1879), the Challenge Cup (1883 and 1886), the German Cup (1870), the Hongkong Derby (1873), the Foochow Cup (1883) the Champions (1870) and the Wong-nei-chong stables (1874). His last winning mount at the Shanghai Races was on Sterling, in the Great Northern Plate, on April 29, 1891; but at the autumn meeting of the same year he rode four seconds and a third, and in November, 1892, his last appearance in silk at a race meeting, he was credited with one second.

THE SUPPRESSED CARTOON.

That lamentable cartoon (showing Mr. Asquith in chains behind the chariot of Mr. Lloyd George) which appeared in an early edition of the "Pall Mall Gazette" recently was subsequently the subject of unqualified apology by the offending journal.

We desire freely and unreservedly, and entirely on our own initiative (says the "Pall Mall") to express our sincere and unqualified regret that in a small portion of our morning edition yesterday our cartoon appeared in the form in which it did, and which quite justifiably gave offence to the many friends of Mr. Asquith.

The composition of the cartoon was entirely the work of the artist.

We have criticised Mr. Asquith's policy when we thought the occasion justified it, and shall no doubt do so again, but this does not prevent us from paying full tribute to his long and honourable services to the nation, his lofty character, and his splendid patriotism.

This amends honourable concludes with the assurance that as soon as the matter came under the notice of the proprietor the edition was suppressed and all copies not sent out destroyed.

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COUGH LINCTUS.

The mild and soothing influence which this preparation has classes it among the most valuable of its kind, in cases of Cough Asthma, Bronchitis, Shortness of Breathing, or Difficulty of Expectoration; and while it removes the accumulation of phlegm, from its Tonic and Astringent virtues it prevents its formation, and allays irritation of the membranes of the throat and chest, rendering those delicate parts less susceptible of future irritation and disease.

DOSE.—From ten drops to one tea-spoonful according to age and circumstances, to be taken three or four times a day, or when the Cough is troublesome.

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HONGKONG VOLUNTEER RESERVES.

Major Wakeman, Commanding H.K.V.R.

DETAIL.

On duty from the morning of Sunday, the 4th March, to the morning of Sunday, the 11th March: H.K.V.C.

Next for duty: "A" Coy: H.K.V.R.

Orderly Officer: Lieut. A. M. Thornhill.

PARADES FOR NEXT WEEK.

Monday, 5th instant:—

Sergeants will attend a class of instruction in Bayonet Fighting at Scandal Point at 5.15 p.m. Dress: Drill order.

Recruits on the Cricket Ground at 5 p.m. under Instructor Sergt. Oxberry. Dress: Drill order.

Signalling Section at Volunteer Headquarters at 5.15 p.m. under Signalling Instructor Lc.-Corpl. G. Lloyd. Dress: Clean fatigue.

Machine Gun Section at Wellington Barracks at 5 p.m. under Instructor Sergt. Bowles. Dress: Clean fatigue.

Tuesday, 6th instant:—

Mounted Section at Jockey Club Stables at 5.15 p.m. Dress: Drill order.

Wednesday, 7th instant:—

Recruits on the Cricket Ground at 5 p.m. under Instructor Sergt. Oxberry. Dress: Drill order.

"D" Coy. at Volunteer Headquarters at 5.15 p.m. Dress: Drill order.

All Officers and Non-Commissioned Officers on the Polo Ground at 5.15 p.m. Dress: Drill order.

Thursday, 8th instant:—

Sergeants will attend a class of Instruction in Bayonet Fighting at Scandal Point at 5.15 p.m. Dress: Drill order.

Recruits on the Cricket Ground at 5 p.m. under Instructor Sergt. Oxberry. Dress: Drill order.

Machine Gun Section at Wellington Barracks at 5 p.m. under Instructor Sergt. Bowles. Dress: Clean fatigue.

Mounted Section at Jockey Club Stables at 5.15 p.m. Dress: Full Marching order 150 rounds ammunition.

Signalling Section at Volunteer Headquarters at 5.15 p.m. under Signalling Instructor Lc.-Corpl. G. Lloyd. Dress: Clean fatigue.

Friday, 9th instant:—

"A" and "B" Coys. Machine Gun and Signalling Sections on the Cricket Ground at 5 p.m. Dress Full Marching order with 150 rounds ammunition. All exempted members will attend.

Saturday, 10th instant:—

"A" and "B" Cos. including all exempted members, Mounted Section, Machine Gun and Signalling Sections, on the Cricket Ground at 2 p.m. Dress: Full Marching order with 150 rounds ammunition.

TRANSFER.

Pte. F. Allen is transferred from Coy. "B" Platoon No. V Section 3 to Coy. "B" Platoon No. VI Section 5.

Pte. R. E. O. Bird is transferred to the Mounted Section.

STRENGTH.

Lc.-Corpl. J. B. Thomson is transferred to the H.K.V.C. Engineer Company and reverts to the ranks at his own request.

HONGKONG POLICE RESERVE.

POLICE SCHOOL.

Members of Classes I, II and III will attend at Queen's College on Tuesday next, March 6th, at 5 p.m., and report to Mr. King, A.S.P. The A.S.P. (R.) and Inspector Lammert will attend.

NO. 2 COMPANY.

All ranks of No. 2 Company (including Recruits in possession of uniform) will attend Church Parade at the Roman Catholic Cathedral on Sunday, March 4th. Fall in at Central Station at 4.30 p.m. sharp. Uniform, Cape, with Covers, but without Rifles. The Band will also attend.

MUSKETRY COURSE, PART II.

Members of No. 2 Company qualified to fire Part II. of the 1917 Course will attend the Range on Sunday, March 11th. Leave Blake Pier at 9 a.m. Uniform with Helmets.

STRENGTH.

P.Cs. 150 Lo Cho Hang and 281 Ma Wey Man are permitted to resign on leaving the Colony.

NO. 2 COMPANY CLASS OF INSTRUCTION.

Inspector C. M. S. Alves will take charge of the Class of Candidates for promotion to the rank of Sergeant, and may accept further members at his discretion. The Class will parade at 5.30 p.m. at the Central Station on Monday, March 5th, and Thursday, March 8th.

(Sgd.) E. C. Usher,
D.E.P. (R.).

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"BURMA MARU" Wednesday, 14th Mar., at 3 p.m.
"MEXICO MARU" Saturday, 31st Mar., at 3 p.m.

FORMOSAN LINE:—For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.

§ "AMAKUSA MARU" Sunday, 4th Mar., at Noon.
§ "JOSHIN MARU" Tuesday, 6th Mar., at 8 a.m.

§ Calling at Tamsui, Keelung via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

SOUTH AMERICAN LINE:—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

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BOMBAY LINE:—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

JAVA LINE:—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

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CHINA NAVIGATION CO., LD.

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SWATOW & SINGAPORE	LUCHOW	Mar. 6, at 9 a.m.
HOIHOW, PAKHOI & HAIPHONG	KAIFONG	Mar. 6, at 10 a.m.
HONGAY	SHACHSING	Mar. 6, at 10 a.m.
MANILA, CEBU & ILOILO	CHINHUA	Mar. 6, at 3 p.m.
SHANGHAI	SUNNING	Mar. 6, at 4 p.m.
AMOY & SHANGHAI	HOIHOW	Mar. 8, Daylight.
SHANGHAI	SHANTUNG	Mar. 8, at 4 p.m.
SHANGHAI	YINGCHOW	Mar. 11, Daylight.
SHANGHAI	TAMING	Mar. 14, at Noon.
MANILA, CEBU & ILOILO	TEAN	Mar. 21, at Noon.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. 'LINTAN' and S.S. 'SANUI.'

MANILA LINE.—Twin Screw Steamers 'Chinhua,' 'Taming' & 'Tean.' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean.'

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui,' 'Chenan,' 'Yingchow,' 'Shantung,' 'Sinkiang' and 'Sunning,' with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamer	To Sail
SHANGHAI	*YUSANG*	WEDDAY, Mar. 7, Daylight.
MANILA	*LOONGSANG*	SATURDAY, Mar. 10, at 3 p.m.
SHANGHAI	*CHOYSANG*	SUNDAY, Mar. 11, Daylight.

CALCUTTA LINE:—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bs/Lading are issued to all Northern and Yangtsze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

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TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

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BRITISH INDIA S. N. CO., LTD.

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CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

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The above Steamer have excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a duly qualified surgeon

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(STOOMVAART MAATSCHAPPY "NEDERLAND").

"ROTTERDAM LLOYD" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "ROTTERDAMCHE LLOYD").

Joint Service

between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU.

Steamer	To Sail.
"REMBRANDT"	23rd March.
"GOENTOER"	6th April.

These superior passenger steamers have accommodation for first and second class saloon passengers.

For further particulars please apply to

JAVA-CHINA-JAPAN LIJN,
AGENTS.

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DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

Steamship	Captain	Leaving.
HAITAN	Capt. A. E. Hodgins	TUESDAY, 6th March at 11 A.M.
HAIHONG	Capt. J. W. Evans	TUESDAY, 13th March at 11 A.M.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Tons & Speed.	Leave Hongkong.
TENYO MARU	22,000-21 knots	Tues., 6th Mar.
NIPPON MARU	11,000-15 knots	Sat., 24th Mar.
SHINYO MARU	22,000-21 knots	Mon., 2nd April.
PERSIA MARU	9,000-14 knots	Mon., 16th April.
KOREA MARU	18,000-18 knots	Thurs., 26th April.
SIBERIA MARU	18,000-18 knots	Sat., 12th May.

FIRST CLASS to London ... G$348. (£71-10.0) Return G$609. (£122)
" " " San Francisco G$250. " G$437.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso, Thence by Trans Andean Route to Buenos Aires, etc.

Steamer.

For full particulars as to Passage and Freight apply to

T. DAIGO *AGENT.*

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination.	Steamers. Displacement	Sailing Dates.
VICTORIA, B.C., & SEATTLE Via SHANGHAI, MOJI, KOBE, NAGOYA AND YOKOHAMA	§ TAMBA MARU, Capt. Akamatsu, Tons 12,500	THURSDAY, 8th March at Noon.
	§ SHIDZUOKA MARU. Capt. Noma, Tons 12,500	WEDNESDAY, 28th March at Noon.
NAGASAKI, KOBE & YOKOHAMA	§ NIKKO MARU, Capt. Takeda, Tons 9,600	FRIDAY, 16th March at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	TOYORA MARU, Capt. Shimidzu, Tons 8,000	SATURDAY, 10th March.
	§ FUSHIMI MARU, Capt. Irizawa, Tons 21,000	THURSDAY, 15th Mar. at 11 a.m.
	§ HIRANO MARU, Capt. H. Fraser, Tons 16,000	FRIDAY, 23rd March at 11 a.m.
MOJI & KOBE	TOTOMI MARU, Capt. Kamada, Tons 8,000	MONDAY, 12th March.
LONDON Via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND MADEIRA		FOR DATES OF DEPARTURE APPLY AT THE COMPANY'S OFFICE.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.		
CALCUTTA via SINGAPORE, PENANG & RANGOON.		
BOMBAY via SINGAPORE, MALACCA AND COLOMBO		

§ Wireless Telegraphy.

EASTBOUND NEW YORK LINE via PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA MANILA, SAN FRANCISCO, PANAMA AND COLON	For dates of departure and further information apply to NIPPON YUSEN KAISHA, B. MORI *Manager.*

Telephone Nos. 4 & 203.

NOTICES TO CONSIGNEES

KONINKLYKE PAKETVAART MAATSCHAPPY.

NOTICE TO CONSIGNEES.

FROM SINGAPORE.

THE Steamship "VAN WAERWYCK" having arrived from the above port, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

Goods not cleared by 8th March, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas on the 7th March, 1917 at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LYN.
Agents.

Hongkong, March 2, 1917. 1546

RUBBER SHARES.

SINGAPORE, February 16.

Nom.	Value.	Buyers.	Sellers.
2/-	Allagar	2/6	2/10
2/-	Anglo-Java	4/6	5/6
2/-	Anglo-Malay	10/-	12/-
1	Ayer Kuning	30/-	37/6
£ 2/-	Batang Malaka	3/4½	3/9
£ 1	Batu Caves	220/-	230/-nom.
1	Batu Tiga	70/-	80/-
2/-	Bekoh	3/3	4/-
£ 1	Bukit Kajang	55/-	65/-
2/-	Bukit Mertajam	3/9	4/6
£ 1	Bukit Rajah	100/-	110/-
2/-	Bukit Selangor	1/9	2/6
2/-	Bukit Sembawang	2/9	3/3
1	Castlefield	87/6	77/6
2/-	Chersonese	2/-	3/9
2/-	Chimpul 1/8 p.d.	1/6	2/-
2/-	Clesly Ord.	15/-	18/-
2/-	" Pref	15/-	18/-
2/-	Consolidated M.	10/-	12/-
£ 1	Damansara	65/-	75/-
1	Dennistown	25/-	30/-
1	Doff	8/-	9/3
2/-	Edinburgh	6/3	7/-
2/-	Galang Bessar	2/3	2/9
£ 1	Golconda	50/-	57/6
1	Hajoop	17/-	20/-
2/-	Heawood	2/9	3/3
£ 1	Highlands and L'lands	42/3	47/6
2/-	Jasin	2/3	2/9
2/-	Kamuning	3/-	3/6
£ 1	Kapar Para	85/-	95/-
1	Kepitigalla	15/-	20/-
2/-	Kombok	3/3	4/3
2/-	Kota Tinggi	2/6	3/-
£ 1	Kuala Lumpur	75/-	85/-
2/-	Labu (F.M.S.)	7/3	8/3
£ 1	Lenadron	42/-	47/-
1	Langen	38/-	43/-
1	Ledbury	47/6	57/6
2/-	Linggi Ord.	18/9	20/-
2/-	London Asiatic	7/-	7/9
£ 1	Lumut	37/6	42/6
1	Malacca 7½% Pref.	80/-	90/-
1	" Ord.	80/-	90/-
	Malayalam	25/-	30/-
2/-	Merlimau	4/7½	5/3
£ 1	Mount Austin	32/6	36/3
1	Nordanal	20/-	22/-
2/-	Padang Jawa	2/9	3/3
2/-	Pataling	29/-	31/9
£ 1	Pegoh	47/-	51/-
2/-	Perak	4/-	5/3
£ 1	Permas	26 3	31/3
2/-	P. Dickson Lukut	2/6	3/3
£ 1	Rembia Pref.	28/-	32/6
1	Rembia Ordy	28/-	32/6
2/-	R. Est of Krian	2/6	3/-
£ 1	Rubber Invest Trust	20/-	22/-
1	Seafield	70/-	77/6
2/-	Selangor	19/-	22/-
£ 1	Sendayan	32/6	40/-
1	Seremban	20/-	25/-
1	Sialang	42/6	45/-
2/-	Singapore Para	3/6	4/-
2/-	Singapore United	2/4	2/9
2/-	Straits S. Bertam	4/6	5/6
2/-	Sumatra Para	6/6	7/3
£ 1	Sungei Choh	50/-	60/-
2/-	Sungei Kapar	8/-	9/3
£ 1	Sungei Krian Pref.	40/-	45/-
1	Tehran	55/-	65/-
2/-	United Serdang	11/-	12/-
£ 1	Utd. Sua Betong	48/-	52/6
2/-	United Sumatra	5/-	5/9
2/-	United Temiang	2/6	3/3
2/-	Val d'or	2/3	2/9
2/-	Vallambrosa	15/6	17/-
2/-	Yam Seng	5/3	6/3
	DOLLARS.		
$ 1	Alor Gajah	$ 3.60	3.90
5	Ayer Hitam	13.50	15.00
1	Ayer Kuning	1.45	1.55
1	Ayer Molek	2.50	2.65
5	Ayer Panas	11.10	12.00
1	Balgownie	4.75	4.90
10	Bukit Tinah	13.00	14.00
1	Bukit K. B.	1.00	1.10
1	Bukit Katil	0.80	0.90
1	Bukit Jelotong	0.70	0.75
5	Changkat S'dang	9.35	9.60
1	Glenealy	2.20	2.35
5	Hayton	10.00	10.50
10	Indragiri	12.00	20.50
1	Jeram Kuantan	2.10	2.25
1	Jimah	1.90	1.97½
5	Kelemak	6.25	6.45
2	Kempas	7.90	8.10
5	Lenas	7.40	7.60
1	Malaka Pinda	2.27½	2.35
5	Malakoff	4.50	4.70
1	Mandai Tekong	0.92½	1.00
5	Margui	4.70	5.00
2	New Serendah	4.10	4.30
5	Nyalas	6.40	6.70
5	Pajam	17.50	18.60
1	Pantai	1.75	1.85
10	Pulau Bulang pd.	$33 4.00	4.50
	Punggor	0.80	0.90
5	Radella	12.00	12.50
3	Sandycroft	4.50	5.10
5	Scudai	6.35	6.50
1	Sempring	0.30	0.35
2	Sungei Bagan	3.20	3.50
1	Tambalak	1.05	1.10
10	Tapah	19.50	20.50
5	Teluk Anson	11.50	11.75
2	Trafalgar	1.50	1.85
4	Ulu Pandan	0.85	0.90
1	United Malacca	1.10	1.20

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Steamer from Colombo.	Due at Marseilles 1917.	Due London 1917.

When Passengers change Steamers at COLOMBO, accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

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IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

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CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave H'KONG about	Leave S'PORE. about	Due at M'SEILLES. if calling about	Due LONDON about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

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All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

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Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered with or notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, Dates of Sailing etc., apply to

E. V. D. PARR,
Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

MONDAY, APRIL 16th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Prince's Buildings. Freight and Passenger Agent, Ice House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight apply to

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Steamers proceed via Suez Canal or Cape of Good Hope at Owners option. Subject to change without notice.

THE BANK LINE LTD,
Or to Reiss & Co., Canton. General Agents.

THE GREAT ENIGMA.

IS IT SOLVED?

"LIFE AFTER DEATH."

"The following is the first of two articles by Mr. William Archer, the well-known English critic, on the problem of survival after death, interest in which has been recently revived by the publication of Sir Oliver Lodge's biography of his son, Raymond.

In a certain company the other day, the talk fell, as it falls in many companies just now, upon Sir Oliver Lodge's "Raymond." Several of those present, I found—intelligent and open-minded men—declined to read the book because they were repelled by certain grotesque and ridiculous details quoted in the reviews. This I cannot but call an unreasonable frame of mind. Not that it is a book I would urge upon everybody. If you are content with the thought of blank oblivion in death, and do not wish to be worried with speculation on any other possibility—do not read "Raymond." If, on the other hand, your hopes are fixed on a spectacular heaven—a Great White Throne surrounded through all eternity by shining legions of glorified spirits—you, too, had better leave "Raymond" alone. But if you are interested in Reality—if you want to know what is, even though it should upset your preconceived notions of what ought to be—you should certainly make acquaintance with Sir Oliver Lodge's very human and absorbingly interesting book."

* * *

I am told that several men of light and leading have declared themselves converted by it to a belief in life after death. Me it has not converted, for I was already convinced of the reality of many of the alleged phenomena of spiritualism, and I remain unconvinced of the interpretation which refers them to the agency of spirits of the dead. I find it very hard to frame any other hypothesis, but equally hard to form any credible picture of another life on the basis of the data provided. The grotesquenesses which repelled my friends do not greatly trouble me. They are very likely due to imperfections in the means of communication; and at all events they are evidences of Sir Oliver Lodge's transparent candour, for nothing could have been easier than for him to suppress them. Personally, I am more "put off" by the talk about Christ than by the talk about cigars. But whatever view we may take of details, I think we are bound to admit that the Lodge family has very strong reason for believing that they are actually in communication with the spirit, or at any rate with the unquenched memory, of the son and brother whom they lost at Hooge Hill. They may be wrong, but it is impossible to maintain that their belief is a mere sentimental superstition.

In another edition I think Sir Oliver might strengthen his case by meeting a criticism which naturally arises. A good deal depends—by no means everything, but still a good deal—on the question whether certain mediums did or did not know that their "sitters" were Sir Oliver and Lady Lodge. Sir Oliver is convinced that his "anonymity" was preserved, and he is probably right; but there is a possibility of error which he does not eliminate. The death of his son was announced in a longish paragraph in the "Times" and doubtless in other papers. Now if we assume the existence of clever and dishonest mediums—and dishonest mediums there certainly have been—would they not seeing these paragraphs, and knowing Sir Oliver's deep interest in spiritualism, take measures to ascertain all they could about him and his family, and then to be brought in contact with him, apparently by chance? The Proceedings of the S.P.R. would give them a great deal of information, which a little judicious inquiry in Birmingham would easily supplement. A book like "Raymond" must be worth fortunes to the mediumistic profession, whether honest or dishonest; it would clearly be well worth the while of an ingenious knave to try to inspire each by any means in his power. I have little doubt that Sir Oliver's confidence in his "anonymity" is justified, but I think he would do well to discuss the possibility indicated.

* * *

This is all the more desirable as the thought which constantly arises in one's mind, as one reads the record of sittings is "Surely the medium must have known! This is conclusive if the medium did not know with whom he was dealing; but what is our security for that?" On the other hand, it must be emphasised that there are many points which cannot be explained away by any possible supposition of knowledge on the part of the medium. For example, two of Raymond's brothers gave to their father a list of words referring to trivial matters wholly unknown to him (Sir Oliver), which they thought Raymond would remember. One of these words was "Argonauts," and the answer spelt out was "Telegram." The brothers thought this a failure, for they had had in their mind a different association; but Raymond's sisters remembered that in the course of a motor tour into Cornwall with his brothers, he had sent home a telegram from Taunton, and signed it "Argonauts." It is not only impossible that the medium could have known this, but the hypothesis of telepathy is also ruled out by the fact that the brothers themselves had forgotten the circumstance of the telegram, and expected a quite different answer.

* * *

Here is another "trifle light as air" which seems to me enormously weighty as evidence. One of his brothers asks Raymond, through a medium, what songs he used to sing, and the first reply:—

Hello—Hullalo—sounds like Hullulu—Hullulu. Something about "Hottentot"; but he is going back a long way, he thinks.

Then several songs are mentioned which Raymond used to sing, and none which he did not; but "Hullulu"—gibberish remains unexplained. Three and a half months later, among a pile of old music at his home in Birmingham, a song is discovered, which is marked in pencil "R.L. 0, 3, 4," (i.e., 3rd March, 1904), and in which Raymond has written in, also in pencil, an absurd chorus of his own, ending with the words:—

If you'll be Mrs. John James Brown.
Of Hon-o-lu-lu-lu-la-town.

Is it possible to doubt that the gibberish was an attempt to convey an allusion to this nonsense verse of twelve years ago—such a "long way back," as he says, that he alone remembers it?

I hope I shall not be thought unsympathetic if I say that all this has for me the fascination of a detective story. The subject, no doubt, involves the deepest and most sacred human emotions; but none the less is it, superficially, a matter of weighing evidence and following up clues. And I think we should be grateful to those who, in spite of ridicule and even obloquy, pursue the quest of truth through these complex and often tedious and baffling mazes. That there is something to be discovered I have not the slightest doubt—certainly a very curious, possibly a very momentous something. Who knows but that some lucky detective, following up, perhaps, a quite trivial clue, may one day detect the secret of the universe?

"For the Blood is the Life."

YOUR BLOOD WANTS PURIFYING.

IF YOU are troubled with Eczema, Blotches, Spots, Pimples, Boils, Sores or Eruptions of any kind continually bursting through the skin.

IF YOU have that constant itching and inflammation of Piles.

IF YOU are suffering the aches and pains of Bad Legs, Abscesses, Ulcers, Scrofulous and Ulcerated Sores, Glandular Swellings, Blood Poison, etc.

IF YOU are in the grip of Rheumatism, Sciatica, Lumbago, Gout, etc.

All these are sure signs of clogging blood impurity, calling for immediate treatment through the blood, so don't waste your time and money on useless lotions and messy ointments, which cannot get below the surface of the skin. What you want and what you must have is a medicine that will get right to the root of your trouble, a medicine that will thoroughly free the blood of the poisonous matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just such a medicine. It is composed of ingredients which quickly attack, overcome, and expel from the blood all impurities (from whatever cause arising), and by rendering it clean and pure, can be relied on to effect a lasting cure.

The True Value of CLARKE'S BLOOD MIXTURE is certified by a most remarkable collection of unsolicited testimonials from grateful patients of all classes—patients who have been cured after doctors and hospitals have given them up as incurable—patients who have been cured after trying many other treatments without success—patients who not only have been cured of the particular Skin or Blood Complaint from which they were suffering, but also have found great improvement in their general health. (See pamphlet round bottle.)

Clarke's Blood Mixture

Over 50 years success. Pleasant to take and warranted free from anything injurious. Of all Chemists and Storekeepers. REFUSE SUBSTITUTES.

The World's Best Blood Purifier.

CURES ALL SKIN & BLOOD DISEASES.

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Mr G. E. Anderson	Mr S. L. Hortobin
Mr H. Murray Bain	Miss B. W. Hull
Dr and Mrs L. L. Ball	Capt. L. Hussey
	Mr and Mrs A. B. Hykes & children.
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Mr and Mrs J. Bastow	Mr E. M. Joseph
	Mr F. H. Kales
Mr and Mrs H. A. Baxter and child	Mr N. R. Karanjia
	Mrs E. R. Kearby
Mrs A. Baxter	Dr F. Keyt
Mr L. Beckingsale	Mr C. King
Mr Geo. B. Beardsley	Miss L. Klez
Mr R. E. Belilios	Mr and Mrs P. L. Knight
Mrs E. R. Belilios	
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	Mr and Mrs J. J. Leiria
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Mr and Mrs F. J. Bishop, nurse and child	Mr A. Woeff Lenshoek
	Mr Colbourne Little
	Mr S. Longfield
Mr F. D. Bisseker	Major D. Macdonald
Mr S. T. Bitting	Mrs E. E. MacGill
Mr and Mr R. Paul Bloss	Mr Geo. E. Mack
	Mrs J. M. Mariner
Mr and Mrs W. H. Butticker	Dr & Mrs O. Marriott
	Mr F. B. Marshall
Mr A. A. Brown	Mr H. E. Maslin
Mr D. E. Cappleman	Miss H. F. McAvery
Miss A. C. Chase	Mr and Mrs W. D. McCann
Miss H. Clapp	
Mr W. E. Clarke	Mr C. McCann
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Mr F. W. Cox	Mr L. D. McNicol
Mr N. Croucher	Mr G. Mellis
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Miss M. Davenport	
Mr and Mrs F. E. Davis	Mr J. Merecki
	Mr E. Moller & 2 son
Miss Lydia Davis	Mr J. Nicolson
Miss L. C. Davis	Mr J. R Noggle
Capt. J. Dewar	Miss J. M. Osborne
Mrs C. L. Doten	Miss V. E. Parker
Mr W. A. Dowley	Mr and Mrs H. Parkin
Miss M. E. Duffy	
Mr. and Mrs A. W. Eastman	Mr & Mrs J. Parsons and son
Mr & Mrs H. Edsell and child	Mr A. F. Pfiffner
	Mr Burt Ramsay
Mr. and Mrs L. P. Eisenbrey	Mr E. H. Ray
	Miss F. A. Reay
Mr Isaac Ezra	Mr J. F. van Rees
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Mr W. Frazier	Mr J. H. Scott
Mr Denman Fuller	Mr H. Scott
Mr and Mrs Stuart Fuller	Mr Chas. W. Shelmite
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Mr and Mrs H. P. Garland	Mr A. G. de Sherbini
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Mr W. R. Brunk	
Mr and Mrs H. F. Carmichael	Miss E. Nason
	Mr G. F. Nightingale
Mr & Mrs F. W. Cary	Mr T. L. Perkins
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	Mr & Mrs E. Ralphs
Mr. & Mrs Cossart	Mr. and Mrs W. E. Roberts
Col. Darling, R.E.	
Mrs Domvile	Mr C. Skott
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	Mrs Wallen
Mrs T. J. R. Johns	Mrs Kingsley Ward
Mr Lee Jones	Mr G. E. Wetton
Mr A. MacGellary	Mr and Mrs G. W. Wood
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Mr and Mrs Dick	Mr and Mrs G. E.
Mr and Mrs Earle and child	Richardson
	Mr Richardson
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Mr C. Fritz	Mr J. Sim
Mr T. N. Gregory	Mr E. M. Sleigh
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Mr and Mrs Hammes and children	
	Mr G. B. Strong
Mrs P. M. Harvey	Capt. & Mrs Swain
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Mr R. James	
Mr E. James	Mr J. Wilkie

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The most Comfortable Route to America and Europe.

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S.S. "ECUADOR"	28th March,	18th June.
S.S. "COLOMBIA"	23rd April.	

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The Safety and Comfort of Passengers is our first consideration. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services Ld.

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TELEPHONE 141.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000

RESERVE FUNDS—

Sterling £1,500,000@$2/- = $15,000,000

Silver 18,500,000

$33,500,000

RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS.

S. H. Dodwell, Esq.—Chairman.

J. A. Plummer, Esq.—Deputy Chairman.

Hon. Mr. C. E. Anten, G.T.M. Edkins, Esq. C. S. Gubbay, Esq. E. V. D. Parr, Esq. W. L. Pattenden, Esq. Hon. Mr. F. Shellim. Hon. Mr. P. H. Holyoak.

CHIEF MANAGER:

Hongkong—N. J. STABB, Esq.

MANAGER:

Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance

ON FIXED DEPOSITS:—

For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, Feb. 24, 1917.

HONGKONG SAVINGS BANK.

THE business of the above bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

N. J. STABB,
Chief Manager.

Hongkong May 14, 1914. 51?

THE CHARTERED BANK OF INDIA AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,800,000

RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING,
Manager.

Hongkong, June 12, 1916.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000

Subscribed 1,125,000

Paid-up 562,500

Reserve Fund 450,000

BANKERS:

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. CHAMPKIN,
Acting Manager.

Hongkong, March 27, 1916.

BANKS

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL ... Yen 48,000,000.0

PAID-UP CAPITAL 30,000,000.0

RESERVE FUND 30,800,000.

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

ANTUNG-HSIEN	NAGASAKI
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LIAO-YANG	TIENTSING
LONDON	TIENTSIN
LYONS	TOKYO
	TSINANFU
	TSINGTAU

Interest allowed on Current Accounts Deposits received for fixed periods rates to be obtained on application.

KISHI ONO
Manager.

Hongkong, September 11, 1916.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

AUTHORISED CAPITAL } f.60,000,000= (£5,000,000.
PAID-UP CAPITAL } f.60,000,000= (£5,000,000.
RESERVE FUND } f. 9,237,148= (£. 769,762.

HEAD OFFICE—AMSTERDAM.

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HEAD AGENCY—BATAVIA.

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BANDJERMASIN,	RANGOON,
BANDOENG,	SAMARANG,
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DJEMBER,	SINGAPORE,
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Hongkong, Feb. 15, 1917.

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CHURCH SERVICES.

St. John's Cathedral Hongkong.

2ND SUNDAY IN LENT, MARCH 4TH.

Holy Communion (7.30 a.m.)
Matins (11 a.m.)
Responses, Ferial; Venite, Lee; Psalms, Monk, Aldrich, Woodward; Te Deum, Lewis, Cooke, Hopkins; Jubilate, Ouseley; Anthem "Grant to us Lord," Barnby; Hymns, 80.
God Save the King.
Evensong (6 p.m.)
Responses, Ferial; Psalms, 91 (18th morning); Magnificat, Smart; Nunc Dimittis, Felton; Hymns, 1 (T 370), 3 (T 280).

Union Church, Kennedy Road.

Morning Service at 11 a.m.—Hymns, 3, 82, 193, 227.
Evening service at 6 p.m.—Hymns, 373, 284, 215, 509.
Preacher: Rev. J. Kirk Macgeachie.

St. Andrew's Church, Kowloon.

Holy Communion at 8 a.m. and 11 a.m.
Morning Prayer at 11 a.m.
Hymns, 356; Responses, Ferial: Venite, Goodson; Psalms IV morning, Monk, Aldrich, Woodward; Te Deum, Oakeley in F, Quadruple Chant 164; Jubilate, Ayrton, Kyrie, Maunder; Hymns, 145, 451, 331. National Anthem.
Evening Prayer 6 p.m.
Responses, Ferial; Psalms, IVth Evening, Battishill & Jones, Hopkins; Magnificat, W.A. 375 Attwood; Nunc Dimittis, W.A. 376, Stainer; Hymns, 356, 147, 21. Vesper Hymn. National Anthem.

Peak Church.

Evening Service at 6.30.

St. Peter's Church, West Point.

8 a.m.—Holy Communion.
10.30.—Sunday School.
11 a.m.—Morning Prayer and Sermon.
Preacher: Rev. W. T. Featherstone.

The Gospel Hall.

10 & 12 FEDDER STREET.

Weekly Services.—Sunday: Breaking of Bread for Believers only 11 a.m. Gospel Meeting, 8 p.m.
Tuesday and Thursday, Bible study 8 p.m.
Friday, Ladies' Bible study 5.30 p.m.
Saturday, Prayer Meeting, 8 p.m.

First Church of Christ Scientist.

MACDONNELL ROAD.

Sundays, 11 a.m.
Wednesdays, 5.30 p.m.

Wesleyan Methodist Church Wanchai

Sunday Morning Service 10.15 a.m.
Sunday Evening Service 6.15 p.m.

Soldiers' and Sailors' Home, Arsenal Street.

Sunday Evening, Gospel Meeting, 8 p.m.

St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cahetdral. Glenealy.

Low Mass at 6, 7 and 9.30 a.m.
High Mass at 8 a.m.
5.30 p.m.—Benediction of the Blessed Sacrament.

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

MARCH 3, 1917.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Wiostock	6 a.	30.24	4	—	N	2	b
Memuro	6 a.	—	—	—	—	—	—
Hakodate	,,	—	—	—	—	—	—
Tokio	,,	—	—	—	—	—	—
Kochi	,,	—	—	—	—	—	—
Nagasaki	,,	—	—	—	—	—	—
Kagoshima	,,	—	—	—	—	—	—
Oshima	,,	—	—	—	—	—	—
Naha	,,	—	—	—	—	—	—
Ishijima	,,	—	—	—	—	—	—
Bominisland	,,	—	—	—	—	—	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei	,,	30.06	32	91	S	4	o
Haukow	,,	—	—	—	—	—	—
Ichang	,,	—	—	—	—	—	—
Kiukiang	,,	—	—	—	—	—	—
Changsha	,,	—	—	—	—	—	—
Shanghai	,,	30.14	36	96	SE	1	o
Gutalaff	,,	30.12	38	100	S	1	o
Sharp Pk	,,	29.94	50	92	—	0	b
Amoy	9 a.	30.03	52	93	W	1	o
Swatow	6 a.	29.96	52	100	NE	1	o
Taihoku	5 a.	29.99	67	98	—	0	r
Taichu	,,	29.99	57	—	—	0	r
Tainan	,,	29.91	59	—	N	0	o
Koshun	,,	29.86	66	—	—	0	r
Peseadores	,,	29.94	61	—	NNE	6	o
Canton	6 a.	30.04	49	93	N	2	o
Hongkong	,,	29.98	55	82	NNE	1	o
Gap Rock	,,	29.98	—	—	ENE	5	o
Macao	,,	29.98	52	90	NNE	2	r
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	,,	—	—	—	—	—	—
Hoihow	,,	—	—	—	—	—	—
Phulien	7 a.	30.05	54	97	WNW	1	o
Tourane	,,	29.92	63	—	NNW	4	o
C. St. James	,,	29.75	75	—	ENE	6	o
Aparri	6 a.	29.84	72	94	ESE	4	b
Dagupan	,,	29.80	75	83	SE	2	o
Manila	,,	29.81	70	94	—	0	b
Legaspi	,,	29.80	77	89	NNE	2	o
Tacloban	,,	29.76	77	91	—	0	o
Iloilo	,,	29.78	75	91	N	4	o
Surigao	,,	29.75	75	94	SE	2	r
Labuan	,,	29.68	78	94	N	2	b

T. F. CLAXTON, *Director.*

Hongkong Observatory, March 3, 1917.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew (wet).

7. RAIN in inches, tenths and hundredths.

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Hongkong, March 2, 1917. 1545

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A FLAT in Humphreys Buildings, Kowloon.

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Hongkong, Feb. 7, 1917.

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OFFICES in King's and York Buildings.
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HOUSES in Broadwood and Moreton Terraces.
HOUSES on Shameen, Canton.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, April 7, 1916. 511

TO LET.

FLATS in "Ewo Mess" No. 8, The Peak, apply Property Office, JARDINE, MATHESON & Co., LTD.
Hongkong, Sept. 1, 1916. 691

TO LET.

NO. 42 Eglin Street.
Apply to—
PERCY SMITH, SETH AND FLEMING.
Hongkong, Oct. 31, 1916. 1197

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IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1914, £23,970,367.

I—Authorised Capital £6,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II—Fire Funds 3,837,047
III—Life & Annuity Funds ... 17,667,590
Sinking Fund Account 128,230
£23,970,367

Revenue Fire Branch £2,381,456
" Life and Annuity Branches 2,141,583
Revenue Marine Department ... 337,239
Other Receipts 475,940
£5,339,228

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

"OVERLAND CHINA MAIL"

THE WEEKLY EDITION OF THE "CHINA MAIL".

CONTAINS ALL THE NEWS OF THE WEEK.

PRICE 25 cts. (Cash) per Copy.

POST OFFICE NOTICES.

Particulars of outgoing and incoming Mails will not be advertised in future.

The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILS OUTWARD.

For	Week-Days	Sundays & Holidays
Tai O	5.00 P.M.	—
Tai Po	10.00 A.M.	9.30 A.M.
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Autau, Ping Shan, Sai Kung, Santin, Stanley	4.30 P.M.	—

Canton, Samsui and Wuchow	7.30 A.M. Regis. 5 P.M. Letters 6 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M.	9.00 A.M.
Kongmoon	6.00 P.M. Except Saturdays	5.00 P.M.
Namtau and Sanmei	5.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

FROM SHEUNGWAN WESTERN BRANCH P.O.

P.M.	Week-Days		Sundays & Holidays
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.	7.30 A.M. 1.30 P.M.
Canton	7.30 A.M. 2.30 P.M.	2.30 P.M.	7.30 A.M. 2.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.	9. P.M.
Shek Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kongmoon	6.00 P.M.	6.00 P.M.	6.0 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M. Except Saturdays.	6.00 P.M.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

EXCHANGE.

Hongkong, March 3, 1917.

On London—
Bank Wire 2/4½
" On demand 2/4 3/16
" 30 days' sight 2/4½
" 4 months' sight 2/4 7/16
Credits, 4 months' sight, ... 2/4½
Documentary, 4 months' sight 2/5

On Paris—
On demand 325½
Credits, 4 months' sight, ... 328

On New York—
On demand 55⅝
Credits, 60 days sight, ... —

On Bombay—
Wire nom.
On demand nom.

On Calcutta—
Wire —
On demand nom.

On Singapore—
On demand 99½

On Manila—
On demand 111½

On Shanghai—
On demand nom.
30 days' sight (private paper) —

On Yokohama—
On demand 100½

Gold Leaf, 100 fine (per tael) ... 48.20
Sovereigns (Banks' Buying rate) $8.45 n.
Silver (per oz.) 37½
Bar Silver in Hongkong ... 18 ⅞ nom.
Chinese Copper Cash ... ½ ⅞ p.m.
Chinese Copper Cents ... ½ ⅞ p.m.
Rate of Native Interest ... 7 ⅞ p.a.
Chinese Sub. Coin 6 ⅞ dis.
Hongkong Sub. Coin par

BEST MEDICINE MADE.

A better medicine can not be made than Chamberlain's Cough Remedy. It relieves the lungs, opens the secretions, aids expectoration and assists nature in restoring the system to a healthy condition. Besides, it contains no opiates and is perfectly safe to take. For sale by all Chemists and Storekeepers.

WATERY PIMPLES ON BOY'S HEAD

And Face. Child Very Ill and Irritable. Very Itchy. Soothed and Healed by Cuticura.



"My little boy's head and face became covered with a rash. This developed into a mass of little watery pimples which, upon bursting, formed into nasty sore eruptions. They made him very ill and irritable, and were also very itchy. They would come off leaving the flesh underneath bleeding. "I was advised to try Cuticura Soap and Ointment and I did so. After using two boxes of Cuticura Ointment and two cakes of Cuticura Soap he was absolutely healed." (Signed) Mrs. Isabella McClellan, 9, Walnut St., Mount Pleasant, Liverpool, Eng., July 29, 1915.

Sample Each Free by Post

With 32-p. Skin Book. (Soap to cleanse and Ointment to heal.) Address post-card for samples: F. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria with two Bearers.

Quarter hour, ...	10 cents.
Half hour, ...	20 ,,
One hour, ...	25 ,,
Three hours, ...	50 ,,
Six hours, ...	70 ,,
Day (6 a.m. to 6 p.m.), ...	$1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour, ...	0.60 cents.
Three hours, ...	$1.00
Six hours, ...	1.50
Day (6 a.m. to 6 p.m.), ...	2.00

III.—In the Hill District.

	With 2 Bearers	With 4 Bearers.
Quarter hour, ...	$0.15	$0.30
Half hour, ...	0.20	0.40
One hour, ...	0.30	0.60
Two hours, ...	0.50	0.80
Three hours, ...	0.70	1.00
Six hours, ...	1.00	1.50
Day (6 a.m. to 6 p.m.)	1.50	2.00

RICKSHAS.

I.—In the Island of Hongkong if engaged in Victoria.

Ten minutes, ...	5 cents.
Quarter hour, ...	10 ,,
Half hour, ...	15 ,,
One hour, ...	20 ,,
Every Subsequent hour	20 ,,

Note.—If the rickshs be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour, ...	5 cents.
Half hour, ...	15 ,,
Hour, ...	20 ,,
Every subsequent hour, ...	10 ,,

III.—Taipo Road.

Twenty cents shall be added for each extra hour or part of an hour if the hirer causes the journey to take longer than :—

To 4th mile—
single 75 cents.... 1 hour.
return $1.00..... 2 hours.
Beyond 4th to 6th mile—
single $1.20..... 3 hours.
return $1.50..... 4 ,,
Beyond 6th to 9th mile—
single $1.75..... 2½ ,,
return $2.00 5 ,,
Beyond 9th to 11th mile—
single $2.00 3 ,,
return $2.50 7 ,,

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one rickshs with three coolies from Taim Sha Tsui.

FARES FOR PUBLIC CARRIAGES.

I.

	Not exceeding per passenger.
From Slaughter House to Sailors' Home ...	04 cents.
From Sailors' Home to Government Civil Hospital ...	04 ,,
From Government Civil Hospital to Clock Tower	04 ,,
From Clock Town to Race Couse ...	10 ,,
From Clock Town to Bay View House ...	12 ,,
From Wanchai Market to Bay View House ...	08 ,,
From Bay View House to Quarry Bay ...	08 ,,

II.—In the City of Victoria.

	Not exceeding per passenger.
Quarter hour, ...	10 cents.
Half hour, ...	10 ,,
One hour, ...	20 ,,
Two hours, ...	35 ,,
Three ,, ...	50 ,,
Four ,, ...	60 ,,
Five ,, ...	70 ,,
Six ,, ...	75 ,,
One day from 6 a.m. to 6 p.m.	$1.25

III—Beyond Victoria.

	Not exceeding per passenger.
One hour, ...	25 cents.
Two hours, ...	45 ,,
Three ,, ...	60 ,,
Four ,, ...	75 ,,
Five ,, ...	85 ,,
Six ,, ...	90 ,,
One day from 6 a.m. to 6 p.m.	$1.50

If a vehicle is discharged beyond the limits of the City of Victoria half fare extra is to be allowed for the return journey.

IV.—In Kowloon.

	Not exceeding per passenger.
Quarter hour, ...	$.40
Half hour, ...	.60
One hour, ...	.80
Two hours, ...	1.40
Three ,, ...	2.00
Four ,, ...	2.40
Five ,, ...	2.80
Six ,, ...	3.00
One day from 6 a.m. to 6 p.m.	5.00

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

WEATHER REPORT.

On the 3rd at 12.10—No returns from Japanese stations. Pressure has increased considerably at Vladivostock, and decreased considerably along the east coast of China and slightly along the south coast. It has increased slightly over S.W. China and is nearly stationary over the Philippines.

The Anticyclone has moved eastward. It is probably central over S.W. Japan.

Moderate monsoon is indicated over the China Sea. It is interrupted to the north of Amoy.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.84 inches, against an average of 3.29 inches.

Forecast for the 24 hours ending at noon on the 4th March :—

1.—Hongkong to Gap Rock : N.W. or variable winds, moderate ; cloudy, warmer; fog later.

2.—Formosa Channel : N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamocks : The same as No. 1.

4.—South coast of China between Hongkong to Hainan : The same as No. 1.

OFFICIAL NIGHTS IN MARCH.

The following table shows the Standard Time at which Official Night ends and begins during the month of March 1917 :—

Date.	Ends.	Begins.
Mar. 3rd	6.31 a.m.	6.39 p.m.
,, 4th,	6.31 ,,	6.39 ,,
,, 5th,	6.30 ,,	6.40 ,,
,, 6th,	6.29 ,,	6.40 ,,
,, 7th,	6.28 ,,	6.40 ,,
,, 8th,	6.27 ,,	6.41 ,,
,, 9th,	6.26 ,,	6.42 ,,
,, 10th,	6.25 ,,	6.43 ,,
,, 11th,	6.25 ,,	6.43 ,,
,, 12th,	6.24 ,,	6.43 ,,
,, 13th,	6.23 ,,	6.43 ,,
,, 14th,	6.22 ,,	6.43 ,,
,, 15th,	6.20 ,,	6.44 ,,
,, 16th,	6.19 ,,	6.44 ,,
,, 17th,	6.18 ,,	6.44 ,,
,, 18th,	6.17 ,,	6.44 ,,
,, 19th,	6.16 ,,	6.45 ,,
,, 20th,	6.15 ,,	6.46 ,,
,, 21st,	6.14 ,,	6.46 ,,
,, 22nd,	6.13 ,,	6.46 ,,
,, 23rd,	6.13 ,,	6.47 ,,
,, 24th,	6.12 ,,	6.47 ,,
,, 25th,	6.11 ,,	6.47 ,,
,, 26th,	6.10 ,,	6.47 ,,
,, 27th,	6.08 ,,	6.47 ,,
,, 28th,	6.08 ,,	6.48 ,,
,, 29th,	6.08 ,,	6.48 ,,
,, 30th,	6.07 ,,	6.48 ,,
,, 31st,	6.06 ,,	6.48 ,,

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Taim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

March 4th to 11th, 1917.

Day of Week	Day of Month	High Water Hongkong Mean Time.	High Water Height	Low Water Hongkong Mean Time.	Low Water Height
		h m	high.	h m	feet
Sun.	4	m 8.41	6.1	m 1.14	1.6
		6 23 a	6.2	m 1.42	2.3
Mon.	5	m 8 11	6.3	m 1.46	2.4
		7 22 a	6.6	0 40 a	2.5
Tues.	6	m 9 3	6.4	m 2.15	1.3
		8 6 a	6.8	1 30 a	1.1
Wed.	7	m 9 15	6.6	m 2 43	1.2
		8 16 a	6.6	2 12 a	2.3
Thur	8	m 9 37	6.8	m 3 10	1.3
		9 7 a	6.8	2 56 a	2.5
Fri.	9	m 9 46	6.1	m 3 33	1.3
		9 41 a	6.4	3 57 a	1.5
Sat.	10	m 10 16	6.4	m 4 5	1.6
		10 16 a	6.2	4 5 a	2.1
Sun.	11	m 10 49	5.7	m 4 29	1.9
		10 53 a	5.7	4 50 a	1.9

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 8 a.m.	On date at 2 p.m.
Barometer ...	29.98	29.98	29.94
Temperature	53	55	55
Humidity	88	82	72
Direction of Wind	NE	NNE	W
Force	1	1	2
Weather	o	o	o
Rain	0.23	0.00	0.09

Highest open air temperature on the 2nd ... 55
Lowest open air temperature on the 3rd ... 44

T. F. CLAXTON, *Director.*

Hongkong, Observatory, March 3, 1917.

SHARE REPORT.

MARCH 3RD, 1917.

Stock and paid up Value.	Quotations 11.30 A.M.	Last Dividend and date.	Rate based on last year div.
BANKS.			
Hongkong & Shai $125	$687 x. d. s.	Final of £2-8/- making £4-11 for 1916 and bonus of 10/- subject to deduction of Income tax	6½ p.c.
MARINE INSURANCES.			
Cantons $ 50	$375	$7 fina making $25 a/c 1916 and Interim of $15 a/c 1915.	6½ p.c.
North Chinas £5	T. 150	Final div. of 15% making 27½ % a/c 1916	
Unions $100	$909	Interim of $30 a/c 1915..	
Yangtzees $ 50	$255	Final of $15 making $18 for 1914 and int. of $6 on account 1915 ...	6½ p.c.
FIRE INSURANCES.			
China Fires $ 25	$155	$7 and bonus $2 for 1914.	6½ p.c.
Hongkong Fires ... $ 50	$367½	$27 for 1914	7 p.c.
SHIPPING.			
Douglas Steamships $50	$107 s.	$1 final and $8 bonus, making $14 a/c 1915-16	11½ p.c.
Steamboats $ 15	$19 sa.	$1.25 for 1916	4½ p.c.
Indo-Chinas :—			
(Preferred)... £5	$41½	Interim of 3/- a/c 1916...	5 p.c.
(Deferred)... £5	$123 s.	Interim of 10/- a/c 1916,	6½ p.c.
"Shell" Transports £1	106/-	2/- int. a/c 1916 Coupon 27	7 p.c.
"Star Ferry" $ 10	$33	$1.65 dividend 45 cents Bonus for year ending 30-4-16	6½ p.c.
REFINERIES.			
China Sugars $100	$111 b. 112 s.	$12 for 1916	10½ p.c.
Malabon Sugars ... P. 50	$33	P. 5 for 1916.....	
MINING.			
Kailans £1	36/-	Final div. 5 % free of income tax, making 10% a/c 1915-1916 coupon No. 8	
Langkats gdrs. 10	T. 17 b. 18 sa.	Tls. 1 for 1916	4 p.c.
Raubs £1	$2.55 sa.		
Tronoh Mines £1	30/-	4/- a/c 1916.....	
Ural Caspians £1	23/-	9 % for 1915	
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves $ 50	$33 s.	6 % for 1916 & bonus $2	4 p.c.
H.K. & Whampoa Docks $ 50	$128	Final $2.50 & bonus $6, making $11 a/c 1916...	6½ p.c.
Shanghai Docks T. 100	T. 83 b.	Tls. 7½ for year ending 30-4-16	6½ p.c.
Hongkew Wharfs T. 100	T. 85½	Tls. 3 for 1915	3½ p.c.
HOTELS LANDS AND BUILDINGS			
Hongkong Hotels ... $ 50	$107 s.	Final of $3 making $8 a/c 1916	4½ p.c.
Central Estates ... $100	$93	$7 a/c 1915.....	7 p.c.
Hongkong Lands ... $100	$91	Final div. of $3½ making $7 a/c 1916.....	7 p.c.
Humphreys Estates $ 10	$8½ b.	50 cents for 1916	5½ p.c.
Kowloon Lands ... $ 50	$33	$2½ for 1915, ...	6 p.c.
West Points $ 50	$70 s.	Final $3-25, making $5.25 a/c 1916	4½ p.c.
Shanghai Lands T. 50	T. 92	6 % interim a/c 1916.....	6½ p.c.
COTTON MILLS.			
Ewos T. 50	T. 145	Tls. 19 for year ending 31-10-16	10½ p.c.
Shanghai Cottons T. 50	T. 116 s. 118 sa.	Tls. 6 div. a/c year ended 30-6-16.	
Kung Yik T. 10	T. 13 s.	Tls. 0.90 for 1916	8 p.c.
Yangtzepoos T. 5	T. 5 s.		10½ p.c.
MISCELLANEOUS.			
China-Borneos $ 12	$8 b.	72 cts. for 1916.....	3½ p.c.
Light & Powers ... $ 5	$4.65 b.	6 p.c. for year ending 28-2-06	
China-Providents ... $ 10	$8.30 s.	70 cents for 1916	7½ p.c.
Dairy Farms $ 6	$24	$3 for year ending 31-7-16	
Green Islands $ 10	$11	60 cents for 1916	6½ p.c.
Hongkong Electrics $ 10	$19 b.	$2½ for 1915/1916.....	5 p.c.
Hongkong Ices' $ 25	$160	$2 on a/c 1916	7 p.c.
Hongkong Ropes ... $ 10	$32	$1 interim 1916.....	8½ p.c.
Hongkong Tramways 5/-	$7.30	23 % final a/c 1916 (cents 48 per share)...	4½ p.c.
H.K. Steel Foundry ...	$10		
Peak Tramways ... $ 10	$9.80	7 % for 1915/1916	7½ p.c.
do. (new) $ 1	$1		
Steam Laundry $ 5	$3½	25 cents for 1915/1916..	6½ p.c.
Union Waterboats $ 10	$15½ b.	12½ % for 1916	9½ p.c.
Watsons $ 10	$6½ b.	70 cents for 1916	
William Powell $ 7	$6	$50 cents for 1913/1914...	10 p.c.

s.—sellers. sa.—sales. b.—buyers.

MOXON & TAYLOR,
Share and General Brokers.

Telegraphic Add: "RIALTO."
Telephone No. 296.—P.O.B. No. 111.

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